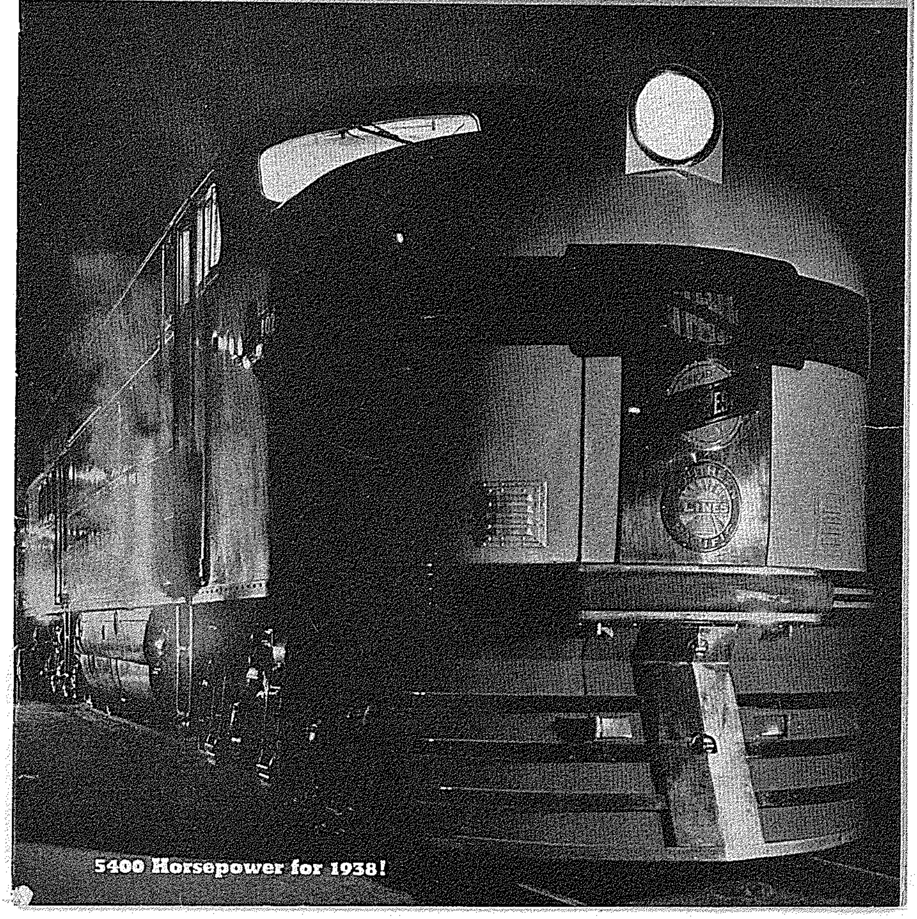
Pacific Lines

Southern Pacific Bulletin

January 1938



5400 Horsepower for 1938!

THANKS: *President McDonald Asks Continued Teamwork to Meet Difficult Problems Affecting All*

To all Southern Pacific employes, President McDonald has addressed the following New Year message:

IN LAST January's *Bulletin* I reviewed with you our progress during the previous twelve months, noting that we had made only a start on a difficult uphill road. During 1937 we have continued to progress; a good job of railroading has been done and service to our customers has been notably improved. But the last year also brought us new difficulties, difficulties that are common to all railroads of the country and that affect us vitally as a company and as individuals.

Our present crisis is caused by lack of sufficient income to meet outgo.* As a result, much work has had to be curtailed or held up and the number of active jobs has thereby been reduced. This is deeply regretted. It imposes hardships on many of our fellow-workers and has an adverse effect on the payrolls of general business at a time when the stimulus of railroad activity is urgently needed to keep men at work.

This situation can be remedied. Steps have already been taken to remedy it, and in one phase or another of our activities every employe can help solve the problem we face together as an organization.

The first step taken by Southern Pacific and other railroad managements has been to apply to the governmental commissions that regulate such matters for an increase in rates, to bring the price we are permitted to charge for our service more nearly in line with our increased costs. The facts have been and are being presented to the Commissions, where the issue will be decided, and you should keep yourselves informed so that you may discuss the subject intelligently with customers of the Company and personal friends.

At the same time the help of everyone in the organization is needed to get and hold business, and to see that the business we get is handled with greatest possible efficiency and economy. We must do everything we can to make our service more desirable, in today's free market. In that regard, I am speaking not only of making the service safe and dependable and of getting the most out of our new and improved equipment and faster schedules, but also of making it pleasant for shippers and passengers to do business with us. Let us not forget that the personal element is often the deciding factor in any business transaction; let us not forget the importance of courtesy in dealing with shippers and travelers nor neglect any of the details that go to make agreeable personal service.

Because we are all facing a serious problem together, we need today more than ever a unity of purpose in overcoming it. We are up against a test, not only of individual spirit but of our ability to cooperate with one another and with our customers. We have shown in the past that we have this quality, and I am confident that it will again carry us through.

I realize that each employe, no matter what his place, continuously has his own special problems to deal with, both personal and in connection with his regular work. In addition, emergencies arise requiring quick action and sound judgment. I wish to express my personal gratitude for the manner in which our people in every rank are meeting these difficulties and emergencies with common sense and courage in doing a fine job.

To each of you I extend my own thanks and the thanks of the Company for the efforts you have put forth during the past year and without which the substantial results accomplished in the face of adverse circumstances would not have been possible. For the New Year I wish you and the members of your families good health, prosperity and happiness.

A. D. McDonald

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*See also Mr. McDonald's public statement printed on next page of this issue.

The new 17-car City of San Francisco, finest streamliner ever built, began regular service between San Francisco and Chicago on January 2. This picture was taken in the high Sierra of California when the train rolled westward on its trial and test trip late in December Article about the train appears on other pages of this issue.

NEW ERA: *1937 Sees High Service Standards Further Established, But Expenses Soar as Rates Continue Down*

"THE new era of railroading, established in recent years with new high standards of service, must continue," President A. D. McDonald said December 29 in making public a year-end review.

"The public demands such improvements as the faster trains, new scientifically designed equipment and the new service methods that have adapted rail transportation more exactly to the needs and desires of shippers and travelers. The public wants air conditioning, streamliners, free pick-up and delivery of certain freight, and improved refrigeration service. It has adjusted its business and social life to these new transportation services. It will give up patronizing the railroads if the railroads have to give up these new services. The very life of the railroads in today's competitive situation depends on the maintenance and advancement of their new high standards.

"Yet these standards, and the existence of the railroad industry as a private enterprise, are threatened by the sudden increases in expenses that came upon the railroads in 1937 without compensating increases in revenues.

Confident of Solution

"I am confident that a solution will speedily be found to this situation, that the railroads will be permitted to bring their price structure more nearly in line with their current costs; for if that is done they will not only continue to quicken American business with improved transportation service but, vitally important right now, the railroads, the nation's greatest spending agency save the government itself, will be in position to resume their programs of new work, new equipment, etc., thereby basically stimulating industry and reemploying many thousands of men."

Reviewing operations of the Southern Pacific as typical of the railroad industry, Mr. McDonald said:

"Volume of traffic carried by Southern Pacific has increased year by year since 1933, and in 1937 was nearly as large as in the peak year 1929. The rising trend of traffic continued through the first nine months of 1937, but the decline of the last quarter was greater than normal owing to slowing down of business generally, which first became apparent in large industrial centers.

"In 1935-1936, to take care of the increasing business and to attract more, Southern Pacific adopted a broad program of improved and extended service for both freight and passengers. This was continued in 1937. In this program every effort was made to meet the demands of modern business. Chief among such demands is the desire for fast transportation, making it possible for the business man to do more business with a given investment in goods and at the same time placing him in position to meet quickly and without great loss sudden changes in business conditions.

"Southern Pacific's record in meeting demand for speedier transportation is typical of that of the railroads generally. Over the period of the last decade, 1927-1937, the average speed of freight trains on our lines increased 28 per cent and for many individual freight trains the increase ranged from 40 to 75 per cent. A noteworthy feature of this general improvement has been the development of extraordinarily fast merchandise freight service from principal jobbing centers, coordinated with local trucking and free store-door pick-up and delivery of less-than-carload freight. This train-truck service was extended in 1937. New and modern equipment has been added during the last two years, 5,231 new freight cars in 1937 alone, including Pacific Fruit Express cars for movement of perishable products.

"Improvements in passenger service are more familiar to the public. Whole business days have been saved by shortening the schedules of transcontinental trains, and local service is hours faster than a few years ago.

Fit Customers' Needs

"As in freight service, changes and improvements have been made in passenger service to meet as nearly as possible the varying demands of our customers. For example, we inaugurated during the year greatly improved 'economy trains', notably the 'Californian' between Los Angeles and Chicago, and the 'San Francisco Challenger' between San Francisco and Chicago, these offering not only low fares but low-priced meals and increased comfort. Also, Southern Pacific placed in service during the past year the spectacularly successful 'Daylight' streamliners daily between San

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Francisco and Los Angeles, the 'Sunbeam' streamliners between Houston and Dallas, and the new lightweight 'Forty-Niner' between San Francisco and Chicago.

"At the opening of the new year 1938 we are joining with connecting lines in replacing the 'City of San Francisco' streamliner on the San *Francisco-Chicago* run with a new train of the same name, the largest and most powerful streamliner in the world. Schedules of many other trains were materially *shortened during the last twelve* months. There were 193 more air-conditioned cars in service on our lines in 1937 than in 1936. Personal service to passengers was further improved.

"To supply motive power for both freight and passenger service, Southern Pacific during the last twelve months took delivery of 40 new locomotives of the most efficient modern design.

"Altogether, the new and modernized freight and passenger cars and locomotives added to the service during the year represented an investment by the Company of about $26,500,000. Addi*tional large sums were spent for other* facilities and for improving the line.

"All this spelled a new era of progress for the railroad, better service to the public, and contributed towards re-employment and recovery.

Hand to Mouth Basis

"However, in spite of the increased volume of business, difficulties arose during the year that are making it necessary for Southern Pacific, along with other railroads, to defer work and curtail purchases. Today the railroads are living on a hand-to-mouth basis, having stopped innumerable improvements, purchases of equipment and a great deal of other work not absolutely necessary to keep trains moving. The present crisis in their affairs has been brought about by sharp increases in all major expenses. Costs of everything the railroad buys increased; wages increased; and taxes increased.

"These increases suddenly faced the railroad after a sixteen-year period of steadily declining revenues per unit of service performed. Since 1921, the average revenues per ton mile of freight and per passenger mile have gone down steadily—through the boom period before the depression, during the depression years, and from the bottom of the depression up to the present time. As the result, Southern Pacific's gross revenues for 1937 will be about $72,000,000 smaller than would have been the case if the average revenues per traffic unit were the same this year as in 1927, only a decade ago.

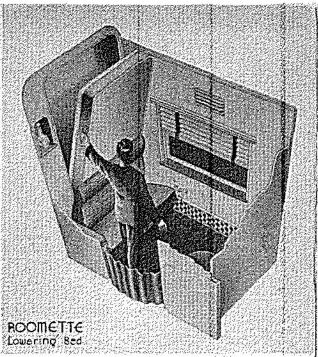
"Now, in the railroad business, as in every other line of business, there is no substitute for net earnings, and the prosperity of the Company, its employes, and to a large extent that of the territory it serves, depends upon a proper spread being maintained between operating revenues and expenses. The management in its efforts to improve the Company's net operating income has striven not only to furnish the kind of transportation that attracts and holds revenues, but to secure a dollar's worth of value for every dollar paid out for operating expenses. However, *because of the rapid shrinking of* net operating income caused by the sharp rise in expenses and continued drop in traffic unit revenues, it was obvious that to meet its obligations as a *common carrier successfully*, Southern Pacific had no recourse other than to seek an increase in rates. To this end Southern Pacific Lines last October joined with other railroads of the na*tion in applying to the Interstate Com*merce Commission for a blanket increase of 15 per cent in freight rates and charges, with a few exceptions, and arranged to increase certain passenger *fares without, however, exceeding the* basic fares, established several years ago, of two cents a mile for coach travel and three cents for passengers in sleeping and parlor cars.

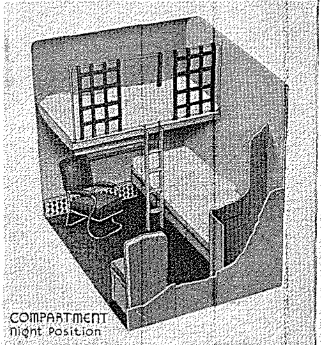
"These *rate increases proposed will* provide a substantial measure of relief from the critical financial situation that threatens the ability of the railroads to maintain their properties, and continue their programs of improvement of transportation services. The money that will be put into circulation as a result of these increases will stimulate industry and business in all sections of the country. No other agency of industry is so great a distributor of the dollar, and in no other business are dollars put into circulation quicker than those which enter the tills of the railroads.

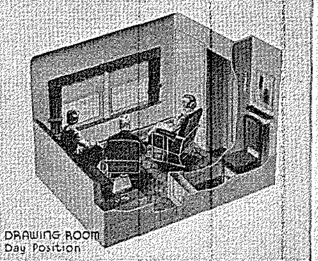
"If permitted to make a fair charge for their services, in line with current conditions, and given equality of regulation with other forms of transportation, the railroads of the United States will become one of the most powerful mediums of restoring prosperity to the country as a whole."

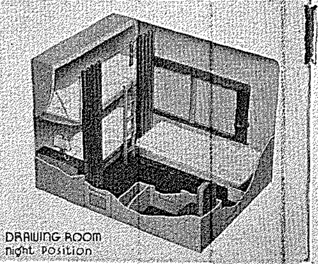
Sketches ➳

Show arrangements of the "roomette" (an entirely new type of private section), the compartment and drawing room as specially designed for the new City of San Francisco. Folding beds and folding chairs make them quickly changeable from comfortable parlor to private bedroom. These rooms, also the single and double bedrooms on the train are complete units in themselves. They have all toilet and lavatory facilities, and there are simple controls by which the passenger may regulate light, heat and air-conditioning to suit personal requirements. Color schemes in all rooms have *been carefully chosen to produce most* pleasing living room effects. In one of the Compartment-Drawing Room cars the paint colors are tan and apricot, with seat coverings in jade green and brown. Plain twist weave carpet of green and brown covers the floor, and window shades are horizontally striped texture material in complementary colors. Bedroom cars are divided in color, part in blue and part in tan schemes. In addition to the "roomette", another novel car on the train is the "duplex" with upstairs and downstairs bedrooms. All together there are 60 rooms on the new streamliner and 36 standard sections, giving total *sleeping* accommodations for 168 persons.


ROOMETTE
Lowering Bed


COMPARTMENT
night Position


DRAWING ROOM
Day Position


DRAWING ROOM
night Position

SUPERLATIVE: *5400 Horsepower, 60 Rooms, Diner for 72, Wider Berths, Telephones, on New Streamliner*

THE world's superlative train—the new City of San Francisco—largest, most powerful, most beautiful and most luxurious streamliner ever built, was the holiday gift to transcontinental travelers from Southern Pacific, Union Pacific and Chicago and North Western railroads. It began regular service January 2 from San Francisco on the 39¾-hour Chicago run.

As modern as tomorrow, embodying spaciousness and refinements never before available to train travelers, the mighty streamliner is truly a press agent's dream train; there's plenty to write about in bold exclamations. Every thing is the finest; the last word in distinctive passenger car design; ultra in the nicety of its appointments; sensational in minute attention to the smallest details.

In fact the whole train is colossal in conservative use of Hollywood parlance!

There's tremendous power and roominess. . .1292 feet long, just short of a quarter mile. . .17 cars instead of 11 as in the train of same name it succeeds on the Overland Route. Six giant engines in three power cars, the greatest Diesel locomotive ever built, generate 5400 horsepower as compared with 2400 in the smaller streamliner that has been so popular in the year and a half of its service. Speed ranges up to 110 miles per hour. . .locomotive controls function as simply as those of an automobile. . . .most modern types of *tested safety devices.*

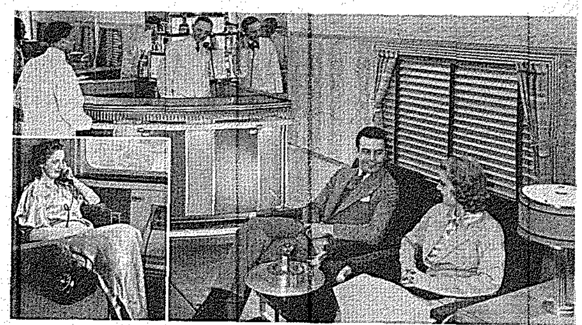
Double Pullman Space

Sleeping car space is doubled; 168 as against 84. . .chair car for 54. . .total accommodations for 222 *instead of* 170. There are 60 instead of 9 rooms—compartments, drawing rooms, bedrooms, and "roomettes". . .larger variety of sleeping accommodations to choose from than on any train *now* in operation. Cars are broader and higher than on the first City of San Francisco; in some respects bigger than those of standard equipment. Berths are 2½ inches wider and 1½ inches longer than in standard Pullmans, and there are several extra long berths for tall persons. Lounging and dining spaces are greatly enlarged, and passengers and crew have the convenience of the most extensive telephone system ever installed on a train.

A stewardess-nurse is aboard to look after passengers in general, but with particular attention to women traveling with children. Her headquarters are in the Observation-Lounge. In this car is the barber shop, and small bar to supplement the main one in the Club Car. The dining units, with kitchen and pantry between, have seats for 32 in the Coffee Shop and 72 in the Main Diner, one of the largest dining cars ever built.

Little Things Remembered

The whole train is constructed on a grand, magnificent scale; yet careful attention was given down to the finest detail. For instance—twin outlets, 110 and 32 volts, in all rooms and wash rooms for electric razors and curling irons; and dental lavatory with foot pedal operation. Rooms are so designed as to become private parlors in daytime, with beds that fold into the wall or become comfortable divans, and upholstered chairs that can be collapsed and slipped under the bed at night. Broad double windows afford clear view, are fog-proof, with outer pane of plate glass and inner pane of safety glass.


Most extensive use of telephones ever attempted on a train is one of many novel features on new streamliner. Two independent systems connect sleeping car passengers with the diner and cocktail bars, and the trainmen with the engineer's cab.

Operation of both the new and old streamliners eastbound from San Francisco on January 2 not only attracted some 5000 spectators to Oakland Pier terminal, but it gave passenger traffic forces *in the San Francisco Bay region* the answer to their dilemma of how to take care of the flood of requests for reservations from holiday travelers. For the first time since the original City of S. F. *went into service in June,* 1936, the fellows in the traffic offices were able to take care of all types of reservations right up to the last day—a situation they thoroughly enjoyed after the harassing demands for streamliner space that have been theirs for many months. Both trains left with large passenger lists.

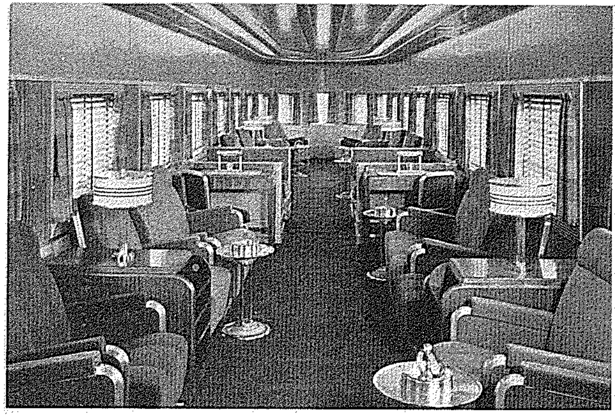
After completing this eastward trip, the original train will be turned over to its owner, the Union Pacific, and the new train, owned and operated jointly by the three connecting companies, will maintain the regular schedule of five round trips a month.

Consist of the train is as follows: three power cars as separate units; auxiliary-baggage-dormitory; chair car; coffee shop-kitchen and main diner, articulated; dormitory-club; 4-compartment, 3-drawing room sleeper articulated with 12-section Pullman; duplicate combination to preceding articulated pair; 11-bedroom car articulated with 12-section Pullman; "roomette" car; "duplex" with upstairs and downstairs bedrooms; and an observation-lounge.

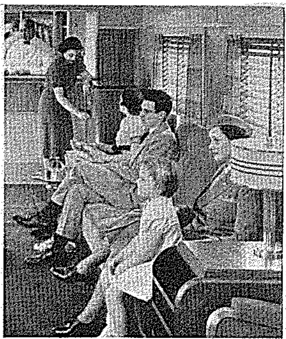
The cars appropriately carry the names of some of San Francisco's famed centers of attraction, such as: Market Street, Presidio, Mission Dolores, Nob Hill, Embarcadero; and the sleeping cars, Twin Peaks, Fisherman's Wharf, Chinatown, Golden Gate Park, Union Square, Seal Rocks, Telegraph Hill, Portsmouth Square.

Wider and Higher

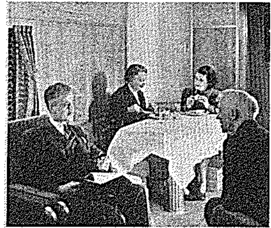
Main differences in construction between new streamliner and the first one are: wider and higher cross section; straight car sides instead of *tapered; wider window openings in the* lounge rooms; and eliminating single unit articulation of entire train. Seven cars are separate and the others are articulated (connecting ends joined on same wheel trucks) *in pairs. This ar*rangement facilitates handling the equipment in making repairs and also makes it possible to take certain cars out in an emergency without delaying the whole train. Specially designed couplings, however, with rubber cush-

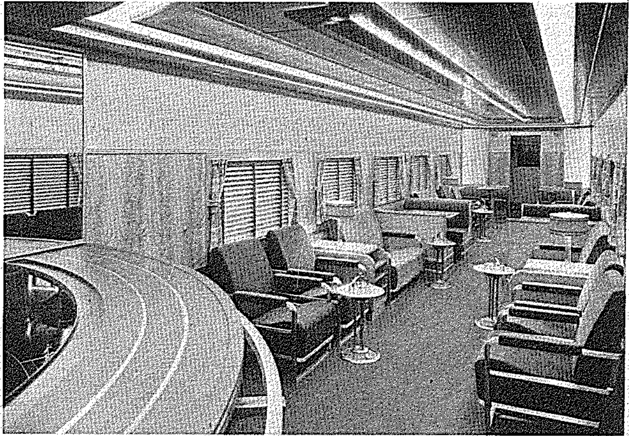


Observation Lounge on new City of San Francisco has the appointments of a fine living room. It is finished in light cream and blue; brown twist weave carpet; chairs and divans deeply cushioned with sponge rubber. Covered in blue, red and light tan; draperies blue, light tan and rust; tan Venetian blinds with tapes of dark red.

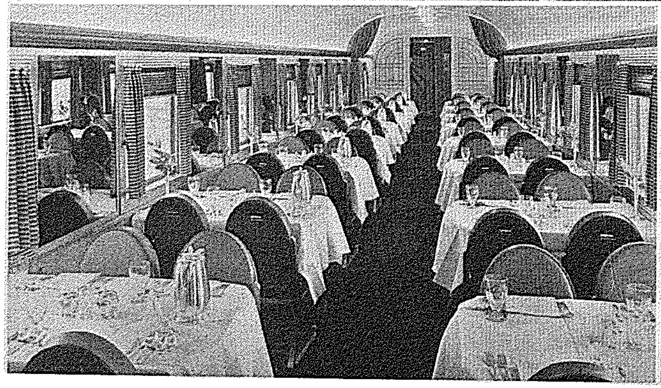


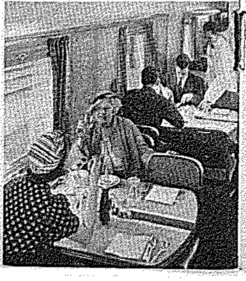
Bar, radio, magazines, writing stands, sections for card playing, combine cheerfulness with comforts of Observation Lounge car. Stewardess, who is also Registered Nurse, is aboard the streamliner to give particular attention to women and children.



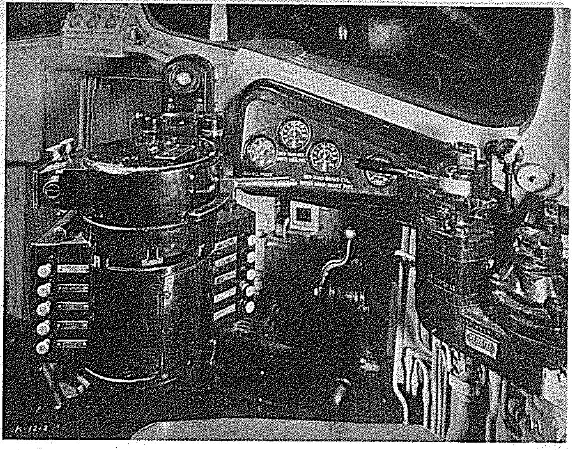


Cozy nook in corner of spacious Club Car (right) typifies swank and smartness of entire room. Plain architectural treatment; unusual ceiling lighting; colorful furnishings. Dark green carpet; rust, green and acorn chair coverings; cocktail sections upholstered in orange-red leather; light Venetian blinds; draperies are of green, acorn, rust; semi-circular bar, table tops dark red Micarta; mouldings, furniture, hardware finished yellow brass.





Coffee Shop (below) and Main Diner (left). Dining room expresses rare beauty; oval-backed chairs finished in copper or blue; Venetian blinds, mouldings and grilles copper colored; mirror panels between windows are deep blue; ceiling and table linen is complementary yellow; dark blue carpet. Diner seats 72 persons.



Imagine yourself in the engineer's seat of the new City of San Francisco. This is the instrument board and indicators, and the levers you would be facing. Not so dumfounding, you would probably say, and rightly so. For the builders of the giant 5400 horsepower Diesel electric locomotive have designed the power units with such mechanical perfection that in spite of the tremendous weight force generated by the six 900 hp., 12 cylinder, V-Type, 2 cycle, Winton Diesel engines in the three power-car units, the controls have been simplified to such an extent that the engineer's function is not so much unlike that of an automobile driver. Essential controls consist of a safety control pedal which automatically stops the train if the engineer's foot leaves the pedal or hand removed from brake valve; throttle lever (left) to control speed; air brake lever (right); and reverse lever (lower center). At engineer's left is handset telephone over which conductor or others of train crew may give him verbal instructions as supplement to traditional engineer's air signal. His vision is protected by sloping safety glass windshield with wiper, defrosters and sun visors.

ion draft gear, assure smooth riding; and rubber diaphragms hold the cars close to give the train an exterior appearance of being one unit.

Exterior painting is very similar to first streamliner, with top and bottom in autumn brown; sides and nose in Armour yellow; but with addition of two wider bands of scarlet striping top and bottom of sides extending full length of train.

Two Telephone Systems

An outstanding feature is the extensive telephone system with separate circuits for passengers and car attendants, and for train crew. Dial phones of handset type are permanently installed in the club car, dining car, observation lounge, and in each sleeping car. In addition, each sleeping car with compartments, drawing rooms, or double bedrooms, is equipped with portable phones that may be obtained from car porter and plugged into a jack in the room. Passengers or porters may then call the stewards in club and dining cars to give orders or make table reservations; and over the same system the stewards may call back to announce vacant seats in their cars or to question orders for meals or refreshments. Only one call can take place over the line at a time, and it is impossible for this conversation to be heard at any other telephone in the system. If the line is busy no dial tone will be heard by person initiating the call. Calls can not be made between passenger accommodations. At main passenger terminals a special phone in Observation-Lounge car is connected so that passengers may call outside numbers.

The train telephone system allows members of the train crew to talk with the engineer, supplementing the traditional engineer's air signal. Handset phones are installed in the cab, 2nd power car, 3rd power car, baggage car, diner and observation-lounge. Calls can not be initiated from the engineer's cab.

Facilities for radio reception are distributed throughout the train. In the chair car, main diner, coffee shop and club cars built-in 15-tube sets and loud speakers are controlled by car attendants. In the Observation-Lounge car there is a 15-tube console set, and all drawing rooms and compartments have outlets for portable radios that passengers may bring with them or which may be obtained from attendant aboard the train.

General theme used throughout interior of the train, which is, of course, equipped with latest developments in air-conditioning having automatic control of both cooling and heating, was to have the architectural background made interesting by textured types of materials on the walls and by simplicity of mouldings. Decorative effect is gained through use of such colors as Nantes blue, smoke grays, jonquil yellows, beige tans, French greens, and apricots, contrasted with complementary colors in seat coverings and general furnishings. All fabrics are of special designs and colors created for this train, and colors are used with much bolder accent than in previous trains. Ceiling lighting systems follow the contour of the large rooms in main cars, adding effectively to the architectural scheme, and in reading zones the glareless lights give soft and full illumination.

Different types of finishes for hardware, mouldings and furnishings is particularly noteworthy because up to this time all metal surfaces have been finished in satin aluminum, but here the use of other metals has introduced such finishes as copper in the main diner and light brass in the club car.

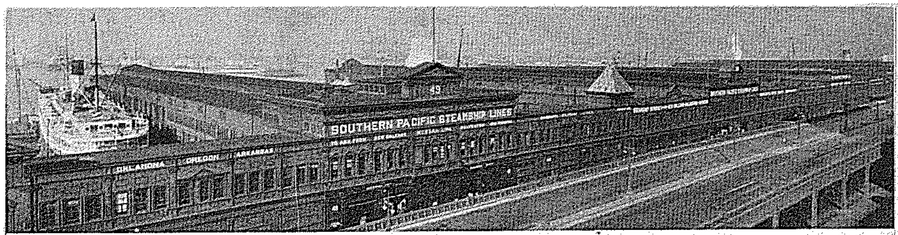
Passenger cars of the train were built by the Pullman-Standard Car Manufacturing Company in Chicago, and the power cars by the Electro-Motive Corporation, a subsidiary of General Motors, at La Grange, Ill.

Gigantic Power Supply

The power units comprise the longest locomotive ever built—210 feet, and the most powerful Diesel locomotive in the world. (Its twin in size operates on the City of Los Angeles streamliner, owned by UP and C&NW). Each unit carries two 900 horsepower, 12 cylinder, V-type, two cycle Winton Diesel engines. Each engine is equipped with a 600-volt direct current generator. Current from these generators is transmitted to two traction motors mounted on each truck of each unit. The total prime mover and power transmitting equipment thus consists of six 900 hp. Diesel engines, six 600-volt generators and 12 traction motors, with power applied to rails at 24 wheel points. Each unit carries 1100 gallons of boiler water and 1200 gallons of ordinary fuel oil, such as is burned in an ordinary household oil-burner. Under normal operating conditions the locomotive consumes approximately four gallons of fuel per mile at an average speed of 75 miles per hour.

Other power equipment of the train, that which generates power for the train lighting, heating, air-conditioning, telephones, radios, etc., is located in the auxiliary-baggage-dormitory car just behind the locomotive units. This power equipment consists of two EMC 450 hp Diesel-electric units operating in multiple to supply 220 volt, 3 phase, 60 cycle alternating current, and can generate sufficient electricity to supply the needs of a fair sized city. The AC power supply is supplemented by a monstrous storage battery (710 A.H.) of 32 cells, or 64 volts, which is used for auxiliary apparatus control circuits and emergency lighting in the event of failure of both auxiliary power plants. Battery charging is by means of a small 12 kw motor generator set driven by power from the AC supply lines.

Extra fare on the new streamliner is $15 in Pullman accommodations and $5 in the chair car. Pullman charges are the same as on other trains, for instance the fare for one of the novel "roomettes" is $22.05 between San Francisco and Chicago.



Southern Pacific in New York—eastern terminal of our transcontinental freight and passenger route—from which docks the Company's steamships operate to New Orleans, Galveston, Houston, Boston and New Bedford, carrying the century-old flag of the "Morgan Line." The line also has weekly sailings between Baltimore-Norfolk and Galveston-Houston. The SS Dixie is seen at Pier 49.

MORGAN LINE: *Century Old Route Is Important Link in Southern Pacific's 100% Transcontinental System*

By H. M. Lull
Vice President, in Charge of Steamship Operations

THAT all Pacific Lines employes may be more familiar with the arm of service which gives Southern Pacific the distinction of being the nation's only railroad company with facilities for coast-to-coast freight and passenger traffic, a description of the Southern Pacific Steamship Lines should follow the *Bulletin's* recent articles that told of the company's rail lines in Texas and Louisiana.

Flying the flag of the Morgan Line, established by Charles Morgan in 1835, this fast and dependable steamship service is not only the far-eastern link in our transcontinental route, but is important in the volume of traffic handled between northeastern and southwestern sections of the country.

A glance at the vast regions surrounded by the heavy lines on accompanying map, shows 26 states as important origin and destination sources of traffic on which Southern Pacific is able to obtain a 100% system transcontinental haul, including the longest hauls that any transportation system in the United States can obtain for itself.

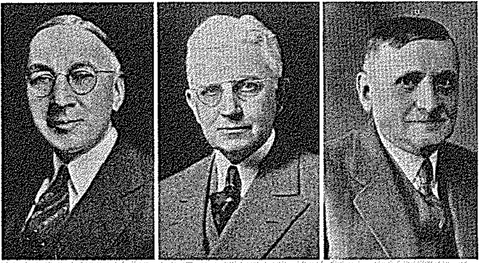
It is in this territory that joint rail and Morgan Line rates are on levels which permit the movement of large varieties of freight commodities through North Atlantic and Gulf ports, and it is highly important that all S. P. representatives be mindful of the possibilities of this system routing in both directions between the Pacific and Atlantic seaboards.

The name "Southern Pacific Steamship Lines" is, of course, derived from the fact that the steamships, tugs, lighters and other equipment and property of the Lines are owned and operated by the Southern Pacific Company, but the Lines are probably better known to the shipping public by their old trade name "Morgan Line."

Service a Tradition

Morgan Line has operated continuously for more than a century, except for a brief period during the war between the states. The service it has rendered has aided, in no small measure, the building of the great Southwest. In times of war, its ship officers and its ships have performed excellent service in transporting troops and supplies in our national defense. Its officers and crews have never failed to act in emergencies in the way courageous, well trained and well disciplined men of the sea should act. A very recent example of this was the stranding of the *Dixie* off the Florida Coast in September, 1935. While it was beyond human power to keep the vessel from going aground in the tropical hurricane, the courage, good judgment and skill with which this supreme test was met resulted in the saving of the lives of the 363 persons aboard, and, finally the saving of the vessel.

Executives of Southern Pacific Steamship Lines—(Left to right) Vice President H. M. Lull, Manager S. I. Cooper, Traffic Manager Wm. Simmons.



Morgan Line steamer fleet now consists of twelve freighters and the combination passenger and freight steamer *Dixie*. Its harbor equipment includes twenty-three tugs, lighters and barges. The Line occupies fine terminals at Galveston, Houston, New Orleans, New York, Boston, New Bedford, Baltimore and Norfolk which have most modern equipment for the quick and efficient handling of freight cargo.

Service now provided by Morgan Line is: Semi-weekly sailings between New York and Galveston-Houston, one ship a week going on to New Bedford and Boston; weekly sailings between New York and New Orleans, the *Dixie* sailing every third week; weekly sailings between Baltimore-Norfolk and Galveston-Houston.

Fast Traffic Handling

This service provides sixth morning delivery of merchandise from New York to New Orleans; and via Galveston, seventh morning delivery to Houston, Dallas, Fort Worth, San Antonio and other Texas points and tenth morning to Los Angeles. Carload movements in both directions are correspondingly fast.

Morgan Line joins in through routes and rates with system and foreign rail lines via all the ports which it serves and also interchanges freight with water line connections at Eastern ports. Through bills of lading may be issued via Morgan Line by agents of rail lines throughout the United States.

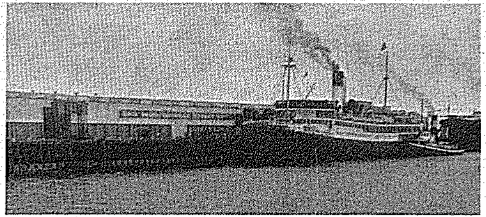
Regularity of sailings, permanency of service and promptness with which shipments are handled have given Morgan Line an excellent reputation among shippers and receivers of freight. This is particularly true of merchants in the Southwestern and Western states who purchase merchandise from Eastern cities. It has also resulted in patronage of Morgan Line by many forwarding and package car companies, including Lone Star Package Car Company, Southwestern Car Loading Company, Universal Car Loading and Distributing Company, Western Freight Association, Pacific Consolidators, Western Transportation Company, StorDor Consolidators and Trans Seas Shipping Company.

Heavy Package Traffic

On each ship from New York there are normally from 45,000 to 65,000 packages of merchandise in consolidated car loads and LCL, in addition to a large volume of other car load freight. In numerous instances our ships have carried a total of over 100,000 packages of freight on southbound voyages from New York. The waybilling, loading, discharging, sorting, checking and loading into cars of this large number of separate packages which must be dispatched by rail within twelve or fourteen hours after arrival of ship at Galveston, involves a vast amount of detailed work which must be performed with the greatest care to avoid errors.

In addition to southbound merchandise traffic our ships carry a large tonnage of railroad material, structural steel and iron, tin plate, canned goods, potatoes, steel pipe and fittings, automobiles and many other commodities.

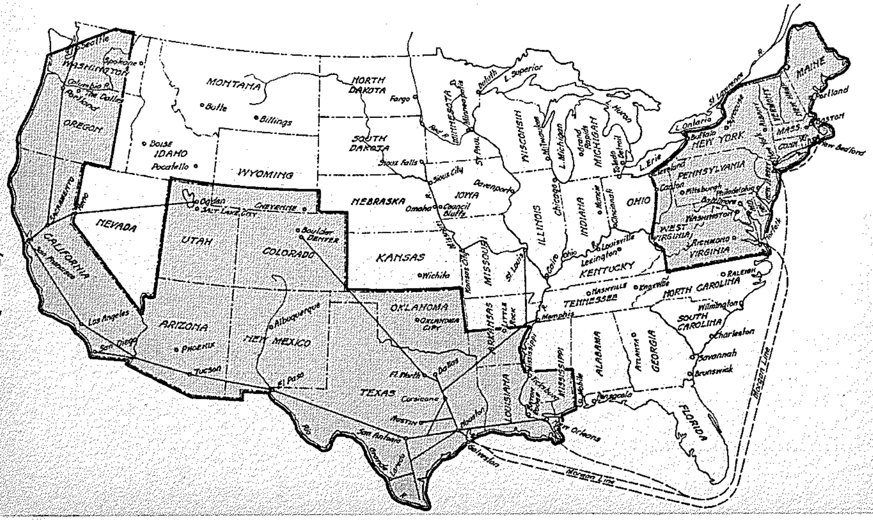
Northbound tonnage consists largely of agricultural, forest and mineral products of the Southwestern and Western states. The larger portion is delivered to us at the Gulf ports by S. P. and foreign rail lines and much of it moves from the North Atlantic ports to interior points by rail or truck.



Bienville Dock of the Morgan Line at New Orleans.

At New York, New Orleans and Galveston the Morgan Line owns derrick barges, capable of making lifts up to 50 tons and many very heavy pieces of machinery, reels of cable, boxes of furniture and household goods almost as large as box cars and other weighty articles are handled on and off ship by this means. Morgan Line stevedores are seldom stumped by the problems of loading and unloading these heavy and ungainly articles, which bear striking contrast to the multitude of merchandise packages, many of which weigh less than five pounds. The stowage of this great variety of cargo in a manner to ride safely without shifting or damage in bad weather and heavy seas is an art in itself, but long familiarity with the work enables it to be done.

All of our ships are equipped with side ports, as well as with the usual hatches. The interior of the ships is also divided to provide two between decks for the proper stowage and segregation of cargo, in addition to the hold. Cargo is loaded and discharged both through the side ports by means of electric trucks, handling platforms and trailers and through the hatches by means of the ships' derricks. This permits all parts of the ships to be worked at the same time and cargo handled much more expeditiously than in the case of ships not equipped with side ports. The docks at New Orleans, Galveston and Houston are also equipped with conveyors actuated by electric motors. This provides a rapid and easy method of moving cargo in and out of the ships through the side ports. Much economy and efficiency in handling cargo has been gained in recent years by scientific planning and the use of modern equipment. Our



Shaded area indicates principal territory of origin and ultimate delivery of freight handled by Southern Pacific "Morgan Line" steamships.

(Upper) SS Mundo unloading cargo at Clinton Docks, Southern Pacific's modern pier at Houston. (Lower) Merchandise freight destined for Pacific Coast points receiving attention at Galveston, which point is second only to New York in amount of Morgan Line tonnage handled.

operating officers and supervisors are largely responsible for this.

Morgan Line handled during the ten months from January 1 to October 31 of last year, 1,140,461 tons of general cargo, major part of which also moved over our system rails, either from origin or to destination and from which our rail lines received a substantial revenue. Morgan Line also works closely with other rail connections both at Gulf and North Atlantic ports and some of these foreign rail lines deliver and receive a substantial volume of traffic. It is our desire, of course, that as much of this rail movement as possible be via Southern Pacific system lines and to this end our traffic representatives are constantly at work.

Of the above tonnage, 221,910 tons moved to and from Louisiana; 506,944 tons to and from Texas; 132,921 tons to and from California and Oregon; 207,739 tons to and from Arizona and New Mexico; 31,265 tons to and from Colorado and Utah; and 35,787 tons to and from Mexico.

Tonnage of Ports

The tonnage out of and into our several ports which, of course, is double the amount of the revenue tonnage of 1,140,461 tons, was routed via our ports as follows: Via New York, 812,348 tons; New Bedford, 11,332; Boston, 67,466; Baltimore, 232,797; Norfolk, 16,518; New Orleans, 219,473; Galveston, 679,076 and Houston, 241,912.

Morgan Line has its own traffic representation, headed by Traffic Manager Wm. Simmons, in New York, New Orleans, and Houston, and participates in the expense of most of the system off-line traffic agencies. We must, however, depend for a large portion of our Morgan Line traffic on the interest and activities of our rail line traffic representatives, every one of whom should familiarize himself thoroughly with our steamship line facilities and the part which it plays in adding to the revenues of our system. When we consider that the traffic handled by Morgan Line originates at, or is destined to, points in as many as twenty-six states scattered from New England to the far West and in most of which S. P. has either on-line or off-line representatives who, we hope, are persistently working for our long haul, the necessity for a thorough knowledge of all parts of our transportation machine is readily apparent. The more use we can make of every part of this great system the more revenue will be obtained.

Regain Shippers' Attention

In acquiring the Morgan Line the founders of our transportation system had in mind the perfecting of a practical and useful transcontinental rail and water route between the Atlantic and Pacific Coasts. For many years after its establishment this route transported a great volume of transcontinental traffic. The opening of the Panama Canal and the resulting all water route between the Atlantic and Pacific afforded keen competition to the Southern Pacific-Morgan Line route and a considerable decrease in this traffic took place. However, with the fast through service provided by S. P. steamship and rail lines between New York and Baltimore on the one hand, and New Mexico, Arizona and California on the other, via Galveston, plus intensified interest of our traffic and operating officers and representatives in promoting the movement of goods via this long established route, its utility and advantages have become more and more evident to shippers and receivers of freight.

Principal officers in immediate charge of operating and traffic departments of the Morgan Line are:

Operating—S. I. Cooper, manager, New York; L. D. Ransom, asst. manager, New York; A. S. Hebble, superintending engineer, New York; M. W. Thompson, agent, New York; O. J. Vinet, agent, New Orleans; and W. E. Ridgeway, asst. manager, Galveston.

Traffic—Wm. Simmons, traffic manager, New York; S. C. Chiles, gen. frt. agt., New York; H. H. Gray, gen. pass. agt., New York; B. M. Clark, gen. agent, New Orleans; and A. J. Morriss, gen. agent, Houston.

Fine Passenger Steamer

This brief description of the Morgan Line is not complete without reference to the staunch and beautiful passenger steamship *Dixie* which plies between New York and New Orleans. The *Dixie* is a three deck modern ship containing, in addition to cargo space, 113 rooms and 10 suites with first-class accommodations for 275 passengers. It is built throughout with fire resisting materials and equipped with all modern safety devices. It has a superb dining salon, where the best of meals are served, a large swimming pool, sun parlor, dance room and bar, is equipped with a large library and provides many kinds of games for the entertainment of passengers. First-class radio equipment enables passengers to keep in touch with any part of the world at all times. The *Dixie's* route along the lower Mississippi, through the Gulf and along the Florida coast provides many magnificent views and panoramas of semi-tropical shores. The imposing structures of lower Manhattan and the tremendous marine establishments in New York harbor and along the lower Hudson River are ever interesting. A trip on the *Dixie* is a thrilling vacation.

That this fine ship is well known both nationally and internationally is demonstrated by the fact that during the first ten months of 1937 it carried 6,013 passengers, who came from 44 states of the union and from Canada, Mexico, England, France and other European countries. The *Dixie's* Master, Capt. E. W. Sundstrom, is not only a thorough-going and experienced seaman but also a genial host who is alert to the enjoyment of his guests.

The Morgan Line has a long and honorable history and notwithstanding the many adverse conditions which exist today we have faith in its future.

3WA Passes: William Watkin Wynn Arthur, (3WA) as he was affectionately known to associates and friends in railroad traffic circles of the East and Midwest, died in Pittsburgh on Nov. 25. He would have been 76 years old in January. Entering railroad service as messenger boy for the B&O when 14 years old, he continued with various lines until he came to S. P. in 1901 as chief clerk for the general western agent in Chicago. In succeeding years he held the same position in the director of traffic's office in New York and again in Chicago, and when he retired in 1932 after nearly 41 years' service with S. P. he was assistant to freight traffic manager in Chicago.

FLOOD: *Railroad's Forces Function Quickly in Battling High Waters to Get Main Line Open*

THE railroad's maintenance, operating and traffic forces again proved their ability to meet an emergency in caring for passengers and in making quick repairs to line when one of California's heaviest rain storms on record swept the northern portion of the state on December 9-10-11.

Total rainfall at many points was over 10 inches. Calistoga had 6.32 inches in 24 hours. Dunsmuir and Redding registered over 5 inches in the same period. Snow was melted in the mountains, and rivers, creeks, and lakes overflowed their banks to send muddy flood waters over vast areas in the Sacramento and San Joaquin valleys. High winds added to the intensity of the storm.

Property damage was enormous. Highway travel was at a standstill in scores of localities, and at several points in Sacramento Valley the railroad was washed out to such extent that some Shasta Route trains were held up for more than 20 hours, and all schedules were disrupted.

At no time was a train endangered. Utmost precautions were taken to assure a safe roadbed before trains moved. Traffic representatives were on the job to see that passengers aboard trains held at Dunsmuir, Gerber and Willows were comfortably taken care of, and complimentary meals were served in several instances. Theaters in Dunsmuir were opened for special performances early in the day and many passengers enjoyed the hospitality of residents of that community.

Regions Heaviest Hit

Brunt of the storm's attack fell on Sacramento and Salt Lake Divisions where flood waters were battled on several major fronts extending from the Modoc Line and Lakeview Branch in the northeastern corner of the state, down through the Sacramento Valley and in the Sierra on the Overland Route.

First train tieup came when the roadbed was washed out near Motion, 10 miles north of Redding. It was 1 a. m. the 12th before a crib of bridge stringers and ties was completed to support the tracks. Meantime, repairs had been made in the line near Cottonwood and Hooker. Five southbound passenger trains were held at Dunsmuir, three northbound trains at Gerber, and the Klamath stopped at Willows due to high water at Kirkwood. Passengers from this train were transferred by bus to Red Bluff when traffic was resumed through Motion.

Continued high water forced the Sacramento River over its banks further south. Streets of Gerber, which is considerably below level of the railroad, were under six feet of water. Three-quarters of a mile of track was out for several hours at Tehama and passengers on the delayed southbound trains were transferred in thirteen Greyhound stages from Red Bluff to Willows where connection was made with two special trains provided with full dining car facilities. Pacific Motor Trucking Co. at Marysville, augmented by local trucking firms at Red Bluff, handled the transfer of mail and baggage. Five miles of track was submerged between Woodland and Yolo, and, to avoid further transfer of passengers, all Shasta Route evening trains from Oakland Pier on the 11th were held until next morning when west side Sacramento Valley line was opened for traffic.

Damage to the railroad was even more extensive on the east side of the valley, making it necessary to move all passenger and freight trains on the west side line. This presented many operating difficulties because freight is normally handled over the other line where long sidings facilitate train movements. The heavy volume of traffic was handled, however, without incident except for some delays.

On the east side line high water at Tehama washed out several sections and there were extensive washouts on each side of the steel viaduct over Deer Creek at Vina. There were other washouts at Gimbal, also near Biggs and Gridley, and high water prevailed generally around Marysville. Sections of the Colusa, Knights Landing and Oroville Branches were badly damaged.

Men and materials were rushed to points of trouble from both directions. Ballast cars were rushed for loading from Oregon and from the southern divisions to the pits at Kegg and Fair Oaks on the Sacramento Division and also to Eliot on the Western Division. It was not possible to obtain ballast and filling material from the pit at Wyo due to flood waters. Forces worked night and day supplying filling material which was moved in special trains to the troubled areas. Pile drivers and bridge gangs were similarly moved long distances, and maintenance forces worked continuously until the main line was opened for traffic. After waters receded, permanent repairs were made where many of the openings were filled temporarily, and where tracks were built on shoofly alignment.

Modoc Line Damaged

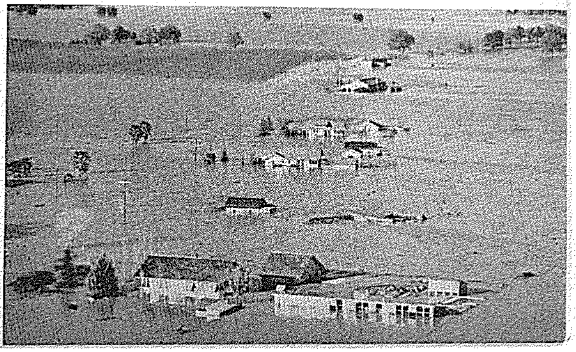
High water from Canby to Alturas on the Modoc Line submerged the tracks to depths of three to four feet and washed out several sections. There were numerous washouts at Likely, and between there and Wendel as result of lakes and reservoirs, as well as streams, overflowing their banks. Westwood Branch was damaged between Susanville and Westwood.

Near Ingle, on Western Division, water from the San Joaquin and Kings rivers caused two washouts and for 48 hours passenger and freight trains were detoured to the east side line.

On the Overland Route, high water in the mountains near Troy washed out sections of the eastward track, but traffic was interrupted only temporarily as trains in both directions could operate over the westward track. Near Floriston in Truckee River Canyon, the collapse of a dam washed out two sections of the eastward track. Crossovers were installed to permit movement of trains in both directions over the westward track.

That the difficult problems were handled to the general satisfaction of passengers is evidenced in numerous commendatory letters received, one of which was personally signed by 38 passengers on train delayed at Gerber.

Thousands of fertile acres were flooded and vast property damage resulted in the central valleys of California when heavy rains early in December sent the Sacramento and San Joaquin rivers and their tributaries on a rampage. Rail traffic was disrupted for more than 20 hours on the Shasta Route. This San Francisco Examiner picture was taken near Marysville.



Christmas!

Office of Vice Pres-Operations and Genl. Manager (right) ushered in Christmas in its customary manner of distributing boxes of food to needy families. H. E. Smetts (kneeling), H. D. Fifield, Opal Canine and W. R. Hoops are shown filling some of the 15 boxes with turkeys, fruits, vegetables, canned goods and candy.

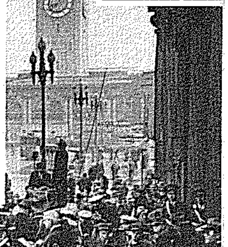
Gen. Freight Dept., S. F. had music and entertainment.

Harmony and serpentine filled Los Gatos-S. F. train (below). Standing, Dist. Pas. Agt. Geo. Hanson, A. A. Pastor, Frank Louda, Jr., and Asst. Supt. L. P. Hopkins.

Music, songs and good-fellowship prevailed as S. P. folks everywhere greeted the Christmas Season. San Joaquin Division's annual Christmas Tree party (above), held in office of Supt. Brennan, was attended by Bakersfield office forces and families.

Chief Operator Anna Benson and ladies of the Los Angeles Telephone office (left), were charming hostesses to many visitors from offices in the Pacific Electric Building.

Joyous crowds of Alameda commuters (below) on the ferry steamer Oakland, enjoyed their 43rd annual Christmas party. Photo shows the choral group leading in the community singing which echoed across San Francisco Bay during the boat's entire trip.



Little Miss Pearl Frick (above) visited the General Offices and enlivened many parties. Here she is entertaining members of Auditor of Passenger Accts. office.

Rain failed to dampen the spirit of hundreds who gathered before the General Office Building to hear Christmas music by the S. P. Glee Club, Band and Orchestra, and a Holiday greeting from Vice Pres. F. S. McGinnis (inset).

Los Angeles Duplicating Bureau (above) had its annual jollification exchanging gifts and serving refreshments.

Office force at 4th and Berry Freight Station, San Francisco (below), introduced a novelty in Christmas parties with two lady Santa Claus' in the persons of Elsa Luck and Nell Rogers, who distributed gifts. Event was arranged by Assistant Agent A. B. Sissons and Blanche Anson. Geo. F. Elliott was master of ceremonies.

Right: With the melodies of pianos, accordions and other musical instruments filtering through the halls of the General Office Building the temptation to do the Big Apple, Susie Q. and other terpsichorean intricacies was too great to resist.

Below: Eats aplenty decorated tables and desks and scenes such as this in Auditor of Freight Accts. office were quite general.

FAREWELL: *Bay Commuters Hold Last of Xmas Parties*

Echoing the regrets of hundreds of ferry boat commuters on San Francisco Bay in realizing that this year's Christmas parties would probably be the last ever held, the San Francisco News of December 17 had this to say:

"For the last time, next week commuters on the East Bay ferries will hold the annual Christmas parties that have been a unique feature of San Francisco life for more years than any of us remember.

"Regulars on the 7:40 or the 8:15 in the morning and on the 5 or the 5:15 going home will have their Santa Clauses and celebrate their high jinks for the last time. And there will be a note of sadness as they realize that by next Christmas they'll be just so many individual commuters piling into trains at First and Minna.

"The Bay ferries, in this respect and many others, have been one of the best loved institutions of San Francisco. They are remembered with pleasure by thousands all over the world for their spaciousness, for the following gulls diving for bread, for the comfort and beauty of the crossing, for the sense they gave of a happy and healthy and friendly people for whom even going to work in the morning was a pleasure and the return home in the evening no forlorn procession of the weary.

"Progress comes high sometimes. The loss of the Christmas ferry jinks is just one of the cost items."

Fennema: Carl F. Fennema was on Dec. 14 appointed general manager of Southern Pacific Golden Gate Ferries, Ltd., succeeding E. H. Maggard, who resigned to devote attention to management of the Northwestern Pacific as president and general manager. Fennema, originally with the Northwestern Pacific, had been assistant to general manager of the ferry lines since formation of the Southern Pacific Golden Gate Company in 1929.

RELICS: *Exhibits to Recall Early Railroad Days in West*

The days of yore in western railroading will be unfolded through the medium of pictures, documents, timetables, advertising material, old locomotive, horsecar, and other relics, to be displayed at the annual exhibits of two historical societies in the San Francisco Bay district.

Pacific Coast Chapter of the Railway & Locomotive Historical Society will feature the pioneer narrowgauge locomotive "J. W. Bowker," donated by the Virginia & Truckee Rd., at its exhibit in former waiting room of the Western Pacific on ground floor of the Ferry Building in San Francisco January 15-23.

January 30 to February 2 the California-Nevada Railroad Historical Society will hold its exhibition on the main floor of the Hotel Oakland in Oakland.

Southern Pacific will likely have displays in both exhibits, which will be free to the public and are expected to attract a large attendance of "railroad fans."

Christmas Window: District Passenger Agent Wetherby's office at Pasadena attracted many visitors during the holiday season. Grown-ups and children alike seemed to get a great thrill out of watching miniature streamline trains go around and around through a miniature railroad village. The display was arranged through cooperation of Ruebel Electric Company of Alhambra.

War No Stop: Turmoil of the war in China seems not to have disrupted mail service very seriously, judging from letter received by General Baggage Agent T. A. K. Fassett from Mr. Pao Chen Cha in Nanking, who stated that a refund draft had been received after following his traveling between several cities in the war-torn area.

HEAVY: *Station Forces Have Big Job with Special Trains*

Year-end travel over Southern Pacific lines, including transportation of football teams and fans, was particularly heavy. Twenty-three extra trains, three of them from Sacramento, nine from Oakland, and eleven from San Francisco, carried approximately 6000 persons to Los Angeles between December 28 and 31. Hundreds of these were Rose Bowl bound, as were the more than 600 rooters who accompanied the Alabama team, and who traveled in three special trains over our lines between New Orleans and Los Angeles. On December 26 another special train left San Francisco with about 200 fans and members of the Santa Clara Broncos headed for New Orleans and the Sugar Bowl. Many of the star players who participated in the annual East-West Shrine charity game in San Francisco on New Year's Day also traveled over Southern Pacific lines.

Heaviest concentrated movement took place on the evening of Sunday, January 2, at Los Angeles, where station forces were hard pressed to smoothly handle the avalanche of homeward bound travelers. Of the 22 extra trains which left the busy terminal on that day, eighteen destined to the San Francisco Bay area departed within a space of approximately four hours.

Playwright: Fred Smith, genial information clerk at the Ferry Ticket Office in San Francisco, has written another play that gives prospect of becoming a success. Private showing of the play, "Lola Montez," with Walter C. Fell, chief clerk, SF district passenger office, was so well received that Eva Smith Hackett intends to produce it soon at the Golden Bough Playhouse in San Francisco, and later it will be played in Los Angeles. Among several plays Smith has written are two others, "Trail of the Padres" and "Caballero," which are woven around the colorful days of California's early history.

MATTRESSES GALORE: *Adaptability of Pacific Motor Transport services for the handling of all classes of less than carload freight was further demonstrated recently when this picture was taken at Pacific Grove, Cal., showing the delivery of mattresses to the Rose Furniture Co. in that city. The consignment was taken from S. P. freight cars at Monterey station by PMT driver Clay Calkins, who handles the truck route in the Monterey Peninsula area. Four truck loads were required in completing the mattress delivery.*

HERE AND THERE ALONG THE LINE

PROMOTED:

Effective January 1, 1938, *C. A. Veale*, became executive assistant on staff of C. R. Harding, Assistant to the President. Veale entered service in January, 1903, in the Maintenance of Way Dept., advancing to signal supervisor. In April 1920 became ass't trainmaster, East Bay Electric Lines, and in January 1930 was appointed ass't superintendent, position held at time of his present appointment. Long experience in these departments qualified him to carry out his new duties which will be specially assigned from time to time.

R. E. Hallawell, ass't chief clerk in consolidated office of Vice President—Operations and General Manager, succeeds Veale as assistant superintendent, East Bay Electric Lines. Hallawell entered service in April 1914 as a clerk, and in May 1920 became ass't trainmaster, Coast Division. Later he served as supervisor of transportation, northern district, transportation inspector, and chief clerk to General Manager.

J. A. Given, to location division engineer for Chief Engineer in connection with forthcoming Shasta Dam project. . . . *G. M. Taylor* succeeds Given as district engineer, headquarters Dunsmuir. . . . *L. W. Johnston*, to chief clerk, Division Engineer, Portland. Johnston was former *Bulletin* correspondent for Portland Div. . . . *George Renwick*, to general foreman, iron foundry, Sacto Shops, succeeding John Geiger, retired. . . . *Andy McCarthy* succeeds Renwick as foreman, and *Clarence Carsey*, molder, becomes foreman of helpers and coremakers, succeeding McCarthy. . . . *L. L. Mullins*, telegrapher, to manager, Oakland Pier telegraph office.

MARRIED:

Lloyd Akerly, carbuilder apprentice, Sacto Shops, to Miss Frances Borg, Oct. 25. . . . *Herbert Mathews*, Aud. Freight Accts. office, to Miss Muriel Flynn. . . . *K. P. Nelson*, clerk, Sacto Shops, to Miss Edna Williams, daughter of C. J. Williams, boiler shop foreman, Sacto Shops. . . . Miss *Ida G. Durham*, asst. head comptometer operator, supts. office, El Paso, to A. S. Breard, Dec. 22. . . . *William B. Prothro*, machinist, El Paso Shops, to Miss Irene Thompson, Nov. 20. . . . *W. F. Meaney*, draftsman, Chief Engineer's office, S. F., to Miss Geraldine Rankin, Nov. 21. . . . *Harry R. McLaughlin*, draftsman, Chief Engineer's office, to Miss Doris Irene Peat, Dec. 17. . . . *John S. Tidwell*, clerk L. A. freight station, to Miss Jessamine L. Onstott, Dec. 25. . . . *William F. Beck*, flue welder, Ogden Shops, to Miss Rica W. Van Limburg, Nov. 27. . . . *Eddie Ornelles*, steno, Western Div., recently married. . . . *Vernon Lee*, PMT employe, to Miss *Nell McCray*, extra telephone operator, Western Div.

BORN:

To Mr. and Mrs. *L. S. Boyd*, a son, Nov. 22. Boyd is draftsman in Motive Power Dept. . . . To Mr. and Mrs. *George Walsh*, a daughter, Nov. 22. Walsh is clerk in Aud. Misc. Accts. office. . . . To Mr. and Mrs. *Charles Noble*, a daughter, Nov. 22. Noble is clerk in Aud. Misc. Accts. office. . . . To Mr. and Mrs. *A. T. Messmer*, a daughter. Messmer is telegrapher, Patterson. . . . To Mr. and Mrs. *John Zimdars*, a son, Dec. 4. Zimdars is lead carman, Mina. . . . To Mr. and Mrs. *A. E. Paulist*, a son, Nov. 24. Paulist is clerk in Treasury Dept. . . . To Mr. and Mrs. *J. R. Giacomini*, a daughter, Dec. 22. Giacomini is clerk in Aud. Disbursements office. . . . To Mr. and Mrs. *Rodolfo Bustamante*, a son. Bustamante is sheet metal worker helper, El Paso Shops. . . . To Mr. and Mrs. *H. T. Anderson*, a son. Anderson is asst. car distributor, Coast Div. . . . To Mr. and Mrs. *R. H. Morris*, a daughter. Morris is blacksmith helper, Tracy. . . . To Mr. and Mrs. *James Milne*, a daughter, Dec. 20. Milne is assistant buyer, Purchasing Dept., S. F. . . . To Mr. and Mrs. *J. L. Plemons*, a son, Nov. 16. Plemons is employed at Dunsmuir. . . . To Mr. and Mrs. *J. J. McDonough*, a son, Dec. 25. McDonough is station passenger agent, S. F. Third St.

DIED:

LaVon Seib, comptometer operator, Aud. Disbursements office, Dec. 10. . . . *J. Dakin*, engineer, Salt Lake Div., Nov. 26. . . . *Dan L. Culp*, yardman, Tucson Div., Dec. 14. . . . *Frank Quintal*, water service mechanic, Western Div., Dec. 14. . . . *Harry W. Banfield*, engineer, Western Div., recently. . . . *J. H. Boundy*, engineer, Sacramento, Nov. 28. . . . *Robert B. Woodside*, agent, Alhambra, Dec. 17. . . . *Louis F. Vasquez*, machinist, El Paso Shops, Nov. 27. . . . *J. G. Mowers*, fireman, L. A. Div., Dec. 11. . . . *Geo. W. Ruth*, carman, L. A. Shops, Dec. 6. . . . *G. R. Sykes*, former trainmaster, Portland Div., Dec. 13. . . . *Wilford H. Beck*, ticket clerk, Eugene, Nov. 25. . . . *Geo. Robinson*, brakeman, L. A. Div., Nov. 23. . . . *Ralph W. Moore*, engineer, L. A. Div., Dec. 13. . . . *Juan V. Padron*, section laborer, L. A. Div., Dec. 8. . . . *Edward C. Miller*, clerk L. A. freight station, Dec. 18. . . . *Louis P. Neuerburg*, baggage and mail handler, L. A. Div., Oct. 25. . . . *John Detlor, Sr.*, chief car clerk, L. A. freight station, Dec. 8. . . . *Chas. F. Roberts*, crossing watchman, Pomona, Dec. 11.

Deaths among pensioners: *William W. W. Arthur*, asst. to frt. trf. mgr., Chicago, died Nov. 25; *Herbert S. Becker*, gang foreman, Oakland, Dec. 16; *Robert S. Blaylock*, hostler, Portland Div., Dec. 10; *Alonzo Caldwell*, loco. engineer, San Joaquin Div., Nov. 30; *Roscoe L. Carter*, asst. foreman, West. Div., Dec. 15; *John J. Coughlin Sr.*, foreman, Rio Grande Div. Dec. 6; *Christ Cucciarre*, scrap cutter, Sacramento Div., Nov. 6; *George Dasho*, machinist, Portland Div., Nov. 17; *George H. Dobbs*, conductor, Salt Lake Div., Nov. 15; *George Gellio*, car cleaner, Western Div., Nov. 28; *Dougald H. Gillis*; loco. engineer, Sacramento Div., Nov. 29, *Louis A. Hayes*, loco. engineer, Los Angeles Div., Dec. 10; *Antonio J. Lomba*, police officer, Sacramento Div., Nov. 11; *Charles L. Mason*, loco. engr., Portland Div., Dec. 10; *Charles Miller*, section foreman, Rio Grande Div., Nov. 9; *Edward Opel*, machinist, L. A. Shops, Nov. 26; *Harold E. Rankin*, asst. to asst. shipping master, SPSSLines, Dec. 16; *Orion O. Reed*, brakeman, Sacramento Div., Dec. 3; *John H. Rosevear*, car repairer, Salt Lake Div., Nov. 30; *Robert M. Sawyer*, yardman, Western Div., Nov. 30; *Isaac E. Van Alstine*, loco engineer, Sacramento Div., Dec. 12; *John W. Warren*, mach. Sacto Shops. Dec. 11.

Combining a Holiday greeting and a Safety reminder, this red and green poster depicting Santa about to hang a pair of Safety Shoes on the Christmas tree was prominently displayed in offices and shops over Pacific System. Drawn by Peter Oakeshott, trucker, Fifth and Kirkham Sts., Oakland.

RETIRED:

The following have made application for, and have been granted annuity under the Railroad Retirement Act: *W. Abernatha*, car inspr., Portland; *J. W. Alexander*, carpenter, Oakland; *B. J. Anater*, brass moulder, Bryte; *H. P. Alsing*, carpenter, Alameda; *J. H. Archibald*, car builder, San Jose; *E. D. Aten*, watchman-machinist helper, El Paso; *H. Atkinson*, baggage clerk, S. F.; *J. R. Austin*, brakeman, Tucumcari; *J. T. Azbill*, brakeman, L. A.; *S. Banish*, laborer, Sacto; *J. J. Barclay*, seaman, Oakland; *P. Barry*, gardener, Oakland; *S. A. Baugus*, car repairer, Sparks; *T. Beck*, painter, San Carlos; *W. W. Beebe*, conductor, Seattle; *E. L. Beekman*, carman, Oakland; *Henrietta M. Belknap*, telegrapher, Corona; *S. M. Bell*, section foreman, Tucson; *R. H. Bennetts*, blacksmith, Sacto; *R. W. Benton*, engine watchman, Benson; *O. Berthold*, cabinetmaker, Sacto; *A. Bevan*, foreman, Yuma; *R. S. Blaylock*, hostler, Eugene; *S. Bonano*, laborer and scrap sorter, L. A.; *W. W. Bostater*, car builder, Richmond; *F. C. Briggs*, conductor, Houston; *W. P. Brilhante*, W. S. mechanic, Oakland; *F. T. Brooks*, general agent, Kittery, Me; *C. J. Browning*, pipefitter, Sacto; *J. A. Bunds*, signal mntr., Santa Clara; *J. C. Brunsen*, machinist, Roseville; *W. S. Buckler*, cabinetmaker, Sacto; *H. E. Caldwell*, brakeman, El Paso; *J. W. Calvert*, flagman, S. F.; *J. A. Carling*, machinist, L. A.; *B. Cavano*, janitor, San Luis Obispo; *H. M. Carroll*, foreman, Sacto; *W. G. Cazeau*, cashier, Los Gatos; *E. A. Christopherson*, carpenter, Eugene; *R. A. Clemmenson*, B&B carpenter, L. A.

L. M. Clippinger, car builder, Sacto; *Ann E. Colcord*, clerk, S. F.; *S. M. Collins*, loco. engineer, Alhambra; *J. H. Conner*, switchman, L. A.; *J. E. Cook*, brakeman, Sacto; *R. E. Coultas*, switchman-brakeman, Burbank; *I. B. Craig*, conductor, Douglas; *E. Cruz*, laborer, Yuma; *C. Cuccairre*, scrap sorter, Sacto; *J. Deal*, section foreman, Sacto; *E. L. Desjardins*, watchman, Burlingame; *J. E. Desjardins*, watchman, L. A.; *G. H. Dobbs*, conductor, Sparks; *J. Donnelly*, chief engr., S. F.; *C. M. Duggan*, engineer, Dunsmuir; *B. F. T. Dunn*, machinist foreman, L. A.; *C. G. Elder*, engineer, Los Gatos; *O. W. Eller*, ticket clerk, L. A.; *M. D. Elvers*, storeman, L. A.; *E. Fabbretti*, laborer, Sacto; *P. H. Fahle*, machinist, Sacto; *G. Ferrelli*, laborer, Portland; *G. W. Ferris*, switchman, Roseville; *F. Ferry*, check clerk, S. F.; *E. Fisher*, machinist, Ogden; *J. M. Fitzharris*, freight handler, Sacto; *W. C. Flook*, clerk-laborer, Orland; *J. J. Forrester*, tender helper, Dunsmuir; *L. E. Foster*, brakeman, Tucson; *J. G. Franklin*, car repairer, Oakland; *T. D. Frederick*, tender trackman, S. F.; *F. Freitas*, mechanic, Oakland; *A. P. Friebel*, piper helper, Oakland; *E. P. Galvin*, iron moulder, Sacto; *F. Gannon*, yardmaster, Santa Cruz; *P. Geaney*, cable splicer, S. F.; *L. Geiger*, train dispatcher, S. F.; *M. H. G. Gibbons*, telegraph clerk, Turlock; *J. W. Gilbert*, repairer and car builder, Sacto; *A. J. Gillette*, agent-operator, Eugene; *M. Gomez*, scrap sorter, Oakland; *B. Gonzales*, carman, El Paso; *A. H. Grant*, clerk, Oakland; *C. E. Grass*, engineer, Oakland; *F. Grass*, brakemen-conductor, Sacto; *F. T. Greene*, engineer, Portland; *L. D. Gregory*, telegraph clerk, Oakland.

L. Gross, baggageman, Eugene; *F. Gugich*, machinist helper, Oakland; *H. Gutenberg*, coremaker, Sacto; *J. H. Hall*, brakeman-conductor, Portland; *J. W. Hanford*, moulder, Sacto; *J. J. Hansen*, conductor, Baker; *C. W. Harper*, clerk, Berkeley; *U. G. Harrell*, carpenter, Oakland; *L. E. Haydock*, brakeman, N. Hollywood, *J. Hill*, repairman, Brooklyn, N. Y.; *R. Hodder*, clerk-helper, Suisun; *P. F. Hoff*, car builder, S. F.; *R. E. Hollenbeck*, car builder, Tracy; *G. W.*

Retirement of Shed Foreman J. J. Finnegan, of 4th and Berry Freight Station, San Francisco, after 44 years' service, was occasion for his many friends in the freight sheds to present him with a fine radio. Here he is (front center) in his home where a committee from the station called to deliver the gift. Standing alongside the veteran are Mrs. Finnegan and Ass't Agent R. L. Hewitt. In back are, left to right—Genevieve Finnegan, Gen'l Foreman A. T. Mullen, Mrs. Mullen, Dorothy Finnegan, and Shed Foreman T. J. Butler.

Hopp, engineer, L. A.; *L. A. Horat*, brakeman, San Jose; *F. N. Howard*, engineer, Santa Barbara; *P. Hunter*, engr., Oakland; *C. W. Ingles*, conductor, Rogers, Ark.; *F. H. Jefford*, conductor, Sacto; *P. M. Johnstone*, B&B foreman, Oakland; *W. C. Johnston*, carpenter helper, Portland; *A. F. Jones*, car builder, Sacto; *C. W. Jones*, brakeman, Indio; *P. J. Kelly*, ticket seller, S. F.; *J. Kennedy*, switchman, Phoenix; *J. Kenney*, section foreman, San Jose; *W. A. Kenyoh*, car repr., L. A.; *C. D. Kibbe*, brakeman, Mojave; *J. A. Langston*, brakeman, L. A.; *N. S. La Point*, conductor, Reno; *T. Larkin*, trackman, S. F.; *J. Lavelle*, boilermaker helper, Ogden; *W. Leary*, helper, Sacto; *A. T. Livingston*, baggage agent, Sacto; *A. J. Lomba*, police officer, Sacto; *C. B. Long*, switch engineer, L. A.; *T. B. Longnecker*, brakeman, L. A.; *A. H. Lowe*, watchman, Deming; *W. S. Lumsden*, engineer, Fresno; *J. C. Luna*, engineer, Oakland; *J. A. Madsen*, coach painter, S. F.; *J. Marsh*, carman, Milwaukee, Ore.; *F. J. McEntee*, sec. foreman, San Luis Obispo; *J. McGlone*, blacksmith, Sacto; *E. C. McGriff*, clerk, L. A.; *L. C. McIntosh*, clerk-operator, L. A.; *A. MacIsaac*, lineman, Oakland; *D. J. McLardy*, operator-dispatcher, Portland; *C. E. McMeans*, engineer, Rosemead; *W. R. Medley*, brakeman, Portland; *S. W. Melville*, baggageman, S. F.; *R. A. Mendia*, watchman, San Jose; *E. W. Miller*, check clerk, Reno.

D. C. Mincer, brakeman, Sacto; *G. A. Mitzel*, truckman, Oakland; *W. Moffitt*, pumper, Salinas; *J. A. Molony*, conductor, Santa Ana; *N. W. Montgomery*, brakeman, Sacto; *T. J. Moran*, engineer, L. A.; *P. F. Morin*, machinist, Sacto; *A. Murray*, switchman, Oakland; *E. Murray*, warehouse foreman, Oak.; *G. Nelson*, clerk, L. A.; *C. W. Neville*, frt. car builder, Portland; *P. S. Oakeshott*, sigmn., Oakland, *H. P. Olsen*, aprontender, S. F.; *N. Olson*, fireman, Alameda; *M. H. O'Neill*, yardmaster, conductor, Tracy; *M. Oreb*, boilermaker helper, Sacto; *E. F. Page*, conductor, Santa Cruz.; *J. O. B. Palmer*, dept. foreman-coppersmith, El Paso; *J. S. Parker*, towerman, S. F.; *T. H. Parker*, conductor, Tucson; *E. J. Partington*, train baggageman, Sacto; *W. A. Pennington*, train baggageman, Alameda; *J. M. Pickering*, telegrapher-towerman, L. A.; *C. Radisky*, car inspector, Portland; *P. J. Regan*, psgr. truck builder, S. F.; *G. H. Reid*, clerk-operator, L. A.; *N. M. Rice*, machinist, Yuma; *N. E. Rich*, telegrapher, Delano; *C. L. Richardson*, laborer, Sacto; *J. Rodger*, switchman-asst. yardmaster, Berkeley; *A. E. Rohlfing*, asst. baggage agent, Sacto; *C. Russing*, helper, L. A., *J. F. Ryan*, roundhouse foreman, Berkeley; *H. E. Sanderson*, acetylene cutter, L. A.; *Z. W. Sarrels*, conductor, El Paso; *H. T. Schmitt*, foreman, Sacto; *J. G. Schmitt*, freight car builder, Sacto; *W. L. Scott*, yardman, L. A.; *C. H. Schu*, machinist, Sacto; *D. Serafino*, flagman, S. F.; *E. J. Sergen*, foreman electricians, L. A.; *W. D. Shaplin*, helper, Sacto; *N. Shaw*, voucher clerk, Oakland; *A. B. Sholl*, material inspector, Sacto; *J. Simas*, flagman, Fairfield; *E. W. Sisson*, painter, Oakland; *G. B. Smith*, clerk, L. A.; *R. D. Smith, Jr.*, baggageman, L. A.; *S. R. Smith*, carpenter foreman, Sacto; *W. E. Smith*, agent, Compton.

F. Sowerby, agent-oper, Lockeford; *A. B. Speer*, brakeman-conductor, L. A.; *G. N. Speer*, stevedore, L. A.; *L. C. Spiess*, store helper, L. A.; *A. Stevenson*, carpenter foreman, Ogden; *W. Stewart*, machinist, Ogden; *C. A. Stream*, rigger, Brooklyn, N. Y.; *T. F. Sullivan*, machinist, Oakland, *E. Tambs*, carpenter, Oakland; *C. T. Tanner*, agent, oper, Albany; *W. Taylor*, police officer, Sparks; *F. V. Thompson*, conductor, Maywood; *F. Tischler*, B&B foreman, Kawannee, Wis.; *L. Trask*, flagman, Portland; *G. R. Treherne*, trucker, Portland; *L. Underwood*, machinist helper, L. A.; *J. H. Unterleiter*, tinsmith, L. A.; *J. F. R. Uranga*, painter's helper, El Paso; *F. D. Valentine*, helper, Diamond Springs; *A. B. Vance*, machinist helper, Ogden; *C. L. Van Meter*, clerk, Berkeley; *J. Vandermark*, upholsterer, Oakland; *H. S. Verlander*, carman, L. A.; *J. H. Wagenblast*, loco. engr., Portland; *R. N. Walker*, conductor, S. F.; *S. F. Warren*, agent, Sacto; *F. W. Watson*, brakeman, So. Gate; *W. Weaver*, head day janitor, S. F.; *R. H. Wells*, conductor, Roseville; *O. B. Whipple*, car foreman, Gridley; *R. C. Whitaker*, clerk, Sacto; *F. W. White*, gang foreman, Bakersfield; *J. C. White*, machinist, Oakland; *C. D. Williams*, laborer, Salem; *M. Wilson*, foot-board yardmstr, Lowell; *R. L. Wees*, conductor, Glendale; *W. Wolfel*, machinist, Sacto; *W. Wyatt*, agent-telegrapher, Newark; *A. C. Yarrington*, clerk, Ogden; *J. H. Yaxley*, painter, Woodland; *W. L. Zimmerman*, clerk-operator, Grants Pass; *J. H. Zinn*, bmkr. helper, Portland.

Sacramento Div.

C. C. Reeves, Sacramento
W. L. Minor, Dunsmuir
T. A. Fante, Klamath Falls
Josephine Haggerty, Roseville

Fred Bastian, train & enginemen's timekeeper, Superintendent's office and Joe Alder, 1217 Clerk, returned from vacations.

Dunsmuir Items: Heads of departments and members gathered in asst. superintendent's office to present J. A. Given with a radio. Given, who has so excellently served as district engineer for Shasta District, has been sent to Redding to take charge of operations in connection with the Kennet dam. . . . Congratulations to Geo. M. Taylor, who succeeds Given. Taylor has been Given's assistant for a number of years.

Among strange sights seen during recent storm in Dunsmuir was the house recently occupied by George Rear, Jr. and C. M. Miller of B&B Dept. being tied with a cable to prevent its floating down the river when high water washed away the foundation. The house was a total loss but Rear and Miller saved all personal effects. . . . Joe Seikel and family moved to his father's home during the high water which threatened their home. . . . George Maekawa, chef of car "Shasta" reports finding a large fish in his basement after the water subsided. We will have to accept his statement that it was washed in by the high water, as the fishing season is closed. . . . Another strange sight was to see an auto submerged near Dunsmuir. Its owner endeavored to drive the car out of danger of high water but missed the road and became stuck in the mud. The car was made fast with ropes to trees to keep it from floating away.

Members of asst. supt's office and store department presented Fay Moore with a beautiful blanket on the occasion of his recent marriage. . . . P. H. Cugnet and wife went to St. Paul, Minn., to spend the holidays with his parents. . . . Harold LaDue and wife spent several days in San Francisco doing their Christmas shopping. . . . Joseph Brown, son of file clerk, spent Holidays with relatives in Philadelphia. . . . Fay Murphy relieved Joseph Mack as 4th telegrapher a few days when Mack had trouble with a bad molar.

Cora Remaly took over second trick train order job in DR a couple of nights due to washouts and high water. . . . Clifford Hubbard from Roseville working combination Morse and teletype-clerk in DR. . . . Frank True and R. E. Steere were recent visitors to DR office. . . . A teletype installed in yard office ND Dunsmuir, is being operated by Mr. Busby.

Klamath Falls Items: It looks as though too much duck hunting finally caught up with Chief Clerk E. G. Childers, who rests comfortably in General Hospital. Suggestion has been made that next year during duck season Ernie's desk be replaced by a duck blind to make him feel more at home. . . . Statements of Trainmaster Sprague and Yardmaster Huls as to how your correspondent lost a sum of money one Saturday night are unfounded. It was an accident. . . . Looks as though the stock market's recent slump didn't affect Yardmaster Louie DuMilieu, who drove up to the yard office in a new sedan. It is rumored he is looking for a chauffeur.

Conductor W. F. Mellon of Coast Divn. has marked up on the board here in Conductor McMillan's place, with whom he traded rights. We welcome him to Klamath Falls. . . . Asst. Chief Clerk H. A. Teal sold enough subscriptions to a San Francisco paper to win a free ticket and all expenses paid trip to the Rose Bowl game in Pasadena. Clerk K. V. Gandee was also in the race but evidently must have been left at the post. . . . Wonder what attracts Bob Harris to the Depot Cafe during his time off. Lately he has been seen eating at least 5 meals a day there.

Coast Division

F. G. Clisham
Secretary to Superintendent

Ira Donelson, pumper, Naples, retired after 38 years' service. Donelson enjoys the enviable record of no water failure and no accident during his entire career. . . . Anyone desiring to acquire a lovely skin should see L. P. "Pretty Boy" Sisk. . . . According to Office Engineer H. C. Stull, all records in his office date from Dec. 7, 1937. The day of the "big clean up." . . . Carpenters John Hogan, W. B. Reaves and C. C. Holl boasted of blessed events in their households, all girls, and B&B Foreman Ben Slankard asked for his pension. Says Ben: "You can't run a bridge gang with girls."

Ira Donelson

A Happy New Year to the officers, employes and fellow workers. Thank you for your cooperation and I hope you will continue to use your column in the *Bulletin* to the fullest extent during the coming year to convey the news to your friends on the division and the system.

Roadmaster's Clerk C. Mahaffey startled the division when he blossomed forth with a complete new ensemble. Cecil states prosperity is around the corner and he is preparing for the turn. Asst. Head Timekeeper Morris McCurdy took Mahaffey's council to heart and purchased a "suit of store clothes." . . . The picture a local editor dug up of Percy Clerk thirty years ago caused such a ribbing Percy went to the Hospital to recuperate. . . . Sam Cox, conductor, is considering running for mayor at San Carlos. He is worried about the opposition because they plan to run Asst. Supt. Hopkins. . . . Newly married blades Geo. Greenwood and Bob Church were seen escorting their wives to the fashion show.

Mrs. D. M. Richards, of Douglas, is as good a marksman as her brakeman husband. These fine mule deer were gotten in the White Mountains of Northern Arizona while the couple were on a hunting trip with District Surgeon A. K. Duncan.

Chief Dispatcher I. J. Onyon just couldn't resist when the magazine saleslady beamed on him. Anyone wants any magazines, just ask the chief. . . . Fireman J. B. Neal is training to take the racing championship from Fireman Manning. . . . Pensioner Albert Johnson called at B&B office recently to say hello. . . . Pensioner Steveson called at the office to tell the B&B supervisor he recovered from the hives. . . . The trolley came off Mart Daly's zipper and his henchman Jack Crowley was sorely tried to find a barrel so Mart might secure another pair of trousers.

M of W Clerk West. Morrison made another trip to Los Angeles recently, and expects to follow Jack Crowley in the short walk. . . . Club President E. W. Wenburg bowled a 599 score recently and says he is now going to concentrate on the game and cut out fooling around. His team holds second place and the boys are working hard for the top spot. . . . Crew Dispatcher R. Leahy, as usual, accompanied the Santa Clara team to the Sugar Bowl.

Condr. Bob Matley is looking for the meanest man in the mountains. Bob spends all his spare time sawing wood for the fireplace and during the summer months accumulated quite a pile. He recently visited his cabin near Boulder Creek and found nary a stick remaining.

Rus Green gained enough experience on the fuel statisticians job to enable him to finish digging his well. . . . Bob Taylor, former secty. to division engineer, is now working at Bayshore in the mechanical dept. . . . Yardman Kennedy was repeating the tall one Yardmaster Christenson is peddling. It seems a hawk was chasing a sparrow through Mission Bay yard when the sparrow dove into Christenson's shanty with the hawk right after him. The sparrow hit the stove, the hawk the window; both fell dead at the yardmaster's feet. My My.

Uncle Bob Watson, retired engineer and Mrs. Watson visited back east while Engineer C. Cox kept house and took care of the love birds. . . . Engineer J. Phillips has gone in for raising fancy bantam chickens. Retired engineer E. F. Sipple should go in the fish business after his lucky catch at Antioch. . . . Condr. Herb. Dufty will soon be screnading the commuters with his new electric guitar. . . . Master Mechanic A. B. Wilson and Mrs. Wilson took a belated vacation, visiting the old homestead in Kansas. . . . Yardmaster W. A. Drake, vacationed down south. . . . Hospitalized: T. J. Reddington, station baggageman, San Jose; Gene Gordon, batteryman, San Jose. . . . Among the telephone operators: Miss Lake working extra at Oakland exchange; Miss McNulty working relief at various exchanges in the Bay area; Miss Boiman handling relief at Third Street Exchange.

Coast Division commendations: Janitor E. Citti for finding and reporting broken rail, thereby saving delay to trains; Ray Dunson, car porter, by passenger for courteous service; Cuby Johnson, car porter, by passenger for courteous service; James Morris, carman, for prompt action in stopping train with broken wheel; Ticket Clerk J. H. Kluge, for outstanding service in selling and routing tickets for invalid passenger; Car Porter Whitney Barre, by passenger for "service which creates good will."

San Luis Obispo Walt Chadwick

Brakeman J. P. Lee to Devils Lake, No. Dakota, for the holidays. . . . Brakeman Tommie Jay had his appendix removed at General Hospital recently. . . . Relief Phone Operator Emily Dallessi forsook the rails for a local dept. store. . . . Night Operator Mrs. Stevens has been talking about going north. . . . Day plug-pusher Hazel Martin was sick several days after Thanksgiving. Hazel says she will have some real big news for the February *Bulletin* and we are all agog. . . . Brakeman F. E. Burns returns after three months spent on visit east. . . . Brakeman J. C. Fields, who completed his first season as brakeman, is hibernating in Texas for the winter. . . . Relief Dispatcher Jaskala returned to San Luis Obispo. Dispatcher Saunders hied himself to Third Street, so our old friend "Silk Hat Harry" Sutherland put on his snowshoes and will dispatch at Dunsmuir hereafter.

R. F. E. Ketcham was ill at home for a week. . . . Walter Lass is conductoring again after a season as asst. trainmaster at Salinas and Guadalupe. Ed Frye has taken over as asst. trainmaster, Guadalupe. . . . Pacific Coast Ry. loaded several of their old narrow gauge coaches onto SP flat cars the other day bound for Alaska for service on the White Pass & Yukon Ry. In addition to their long rail trip the coaches will get a steamer trip, Seattle to Skagway. . . . Engineer S. (Speed) Shepherd is quoted as saying "There should be more space between mile posts. . . . Chief Yard Clerk Anderson was out duck hunting and fired at a number of ducks.

Freight Office News George Elliott

Girls at 4th and Berry gave Helen Fick a surprise shower at Beresford, following announcement of her engagement to C. L. Roonan, of San Mateo. Arrangements were made by May Dineen, Mary Del Monte, Blance Anson and Lillian J. Wood. Others present were Jane Lane, Anna Rohorst, Alma Naylor, Marie Basmaison, Helen Rogers, Clara Gotelli, Margaret McEnerney, Helen Munro, Elizabeth Netherland, Anna Malloy, Mae Allen, Helen Fick, Irene Fraser, Amy Turner. . . . Elsa Luck returned after absence of three months caused by automobile accident. . . . Owen McGough recently completed a big deal with a razor company. . . . Joe Loveland reports favorable progress on promoting Charles Nelckes' latest song, Shades of Night.

Los Angeles Shops

Chas. B. MacLellan ***Carl G. Randall***

Your old friend Richard "Dick" Dyer, retired Store Dept. foreman, visited the Shops last month. Says he never felt better and, to prove it, he never looked better. . . . Oscar L. McConoughy, section storeman, suffered a badly sprained arm, result of being hit by automobile December 6. Oscar has had more than his share of hard luck, and his many friends are sorry to learn of his latest misfortune. . . . William B. Tudor, chief clerk, winner of "November Sweepstakes," carried off the 20 lb. turkey given by the Southern Pacific Employes Mutual Relief Assoc. . . . Decorated with *many* candles, a lovely cake was presented to Alvin G. Anderson, general clerk in supt. M. P. office by Elizabeth A. Scott, stenographer, and many joined in the celebration.

William C. McGowan, AAR clerk, started the wheels rolling on his auto, visited points of interest in Death Valley, old mining camps of Rhyolite and Beatty, Nevada and returned via Las Vegas and Boulder Dam. . . . Following were elected to serve the S. P. Employes Mutual Relief Association for 1938: John A. Gray, president, Edw. A. Lovelace, vice president, William Leffert, treasurer, Leo D. Temple, secretary, I. W. Johnson, guard. Board of Directors: F. F. Ackerman, chairman, M. R. McGregor, E. M. Seely, M. W. McClean, B. W. Hudson.

Trips over the holidays: Walter F. M. Otto, carman to Ogden; Fred O. Morse, painter, Eureka, San Francisco and El Paso; Frank G. Mei, helper, Ft. Worth; Ingvard S. Peterson, carman, San Francisco; Francis P. Balma, Jr. apprentice, New Orleans; Merritt E. Taylor, electrician, New Mexico; William J. Gaebe, painter, Bakersfield; Axel Portin, machinist, and wife went east for three weeks. . . . Walter W. Allen, carman, who has been on sick list for many weeks, paid us a visit last month, looks fine and expects to return to work soon. . . . William H. Fine, general foreman, car dept., took a vacation trip to Boulder Dam.

Sympathy to Leo. D. Temple, genl. foreman clerk, in the death of his father, November 25. . . . Lester L. Palmer, yard clerk, returned to work after a seige of flu. . . . C. E. McClintock, clerk, store dept. was off a few days in December as result of a cold. . . . Sigmont Brenessel, carman helper, went to General Hospital last month. . . . Richard D. Porter, laborer, retired December 31. His many friends presented him with a beautiful radio. . . . John D. Stroud, freight carman, retired November 30.

Day staff in the dining room of the 3rd Street Station Restaurant in San Francisco whose faces are familiar to hundreds of employes who eat there regularly or who stop in occasionally when arriving or leaving on trains. Left to right—M. Bussjager, Mildred Owens, Carl Holberg, Vera Hasbrook, H. Dow, ass't manager, Ruth Wolff, Manager G. C. Coffey, Victoria Wray, Henry Rapp, Sadie Neilsen, Frank Rosenfeltz. Minerva Leland was absent.

Samuel B. Kendall, hammersmith, El Paso Gen'l Shops, who retired Nov. 30, was invited back to the blacksmith shop Dec. 6 and presented with a handbag, toilet set and humidor of tobacco as tokens of esteem from his former associates. Presentation was made by Frank J. Gutsch, department foreman of blacksmiths.

El Paso Shops

Ellis Crysler,
General Clerk, El Paso

Deer season opening found James I. Stephens, machinist and Louis E. Walker, electric crane operator, at their favorite haunts with visions of venison. Stephens returned with a buck. . . . Hilburn Ankerson, general erecting foreman, also went deer hunting. . . . Carman Rodriguez completed his apprenticeship in November, is now a qualified tender truckman. . . . Vacationers: D. P. Wilbanks, chief clerk to asst. genl. storekeeper, and family, to Albuquerque, N. M.; Frank Kurz, draftsman and family, to Ennis and Houston; Vincent B. Cantwell, machinist and wife, to Denver and Los Angeles; Alberto Medrano, machinist helper and family, to Mexico City; Tomas Olguin, blacksmith helper, to Mexico City; Porfirio Duron, blacksmith helper, and family, to Mexico City.

There was much ado in the sheet metal department when Levy A. Jackson, sheet metal worker, could not be located. All fears were allayed, however, when he was found coming out of the hood of one of the new streamline locomotives being set up at El Paso. . . . We wish speedy recovery to the following in the General Hospital, San Francisco at this writing: Roy W. Roberts, steno-clerk; James J. Madison, machinist; Clarence H. Viles, boilermaker cutter; W. A. Richey, millman. . . . James R. Craven, machinist, has been absent from work as result of injuries sustained when struck by an auto, November 30.

Leo C. Giles, repair track inspector, and Jules Jacquin, millman, on leave of absence performing work for the BRCofA. . . . Members of Sheet Metal Workers International Association, Local No. 61, presented James O. B. Palmer, retired foreman sheet metal workers, with a fine watch, chain and charm. The presentation was made by Richard F. Merbeth, sheet metal worker. About 30 persons were present. . . . Sympathy extended to Norberto Anguiano, boilermaker helper, in the death of his baby son.

Tucson Division

Leroy Magers,
Head Timekeeper, Tucson

Gus Schneider, jr. engineer, was installed president of the Tucson Engineers Club Dec. 17, succeeding Signal Supervisor O. A. Burton. Junior Asst. Engineer Ted Kruttschnitt was elected treasurer, and O. A. Burton a director. . . . If the bozo who calls our phone in error and hangs up in our ear without saying a word doesn't cut it out, we are going to crawl through the phone after him. . . . Dispatcher Webster M. Fuller retired Nov. 30 after 24 years' service on Tucson Division. He was assistant chief dispatcher for several years. The dispatchers presented him with a fine traveling bag. . . . If names mean anything Federico Dorame should be quite a singer. He is laborer at Hayden Jct. . . . Yardman Dan L. Culp passed away Dec. 14 after several months' illness. His passing is deeply regretted by all who knew him.

Transportation Clerk Bart Berry has been having a terrible time trying to convince people that he still has his dog Jack. One day Jack got the wanderlust and failed to turn up for several days, causing Bart sleepless nights and anxious days. So he started a house to house canvass, traveling miles about the countryside, talking to the housewives, peeking into closed sheds, listening at open windows, only to return home and find Jack laughing at home from the door step. One kind lady called him up at midnight to tell him Jack had been run over down town, which Bart hotly denied as Jack was right there, and besides he wouldn't associate with city dogs. Several weeks later a friend informed him Jack had been chloroformed at the city pound and the bill sent her in error and that Bart should pay it. General Foreman Phil Garrigan tried to give him four dogs, all answering Jack's description. We hope the constable puts him in jail for not paying the pound bill.

Yardman Roy Jones spent his vacation in Oregon. He was telling Foreman C. H. Swindell about it: "You know Spy, it can rain longer, harder and faster up in that Oregon Country than I can lie." To which Spy replied: "Well, Rattler, if you're not lying again, it sure must pour up there." . . . Yardman R. G. Everett returned after a five weeks' sick spell. . . . Roadmaster R. H. Epperson was working in his back yard when he ripped his overalls in such way that he had to get another pair or go to jail. Signal Supervisor O. A. Burton looked over the fence and in his gentle, sympathetic manner said: "Bob, I would lend you a pair of my pants only I'm afraid they would be too tight." Ep is still trying to figure out whether Burton was kidding him or just trying to get out of loaning the pants.

General Yardmaster Harry Schetter of Tucson is an ardent deer hunter. Ever since our mountains were little mole hills he has been going out after deer, usually getting it about the time the sun first peeped over the hills. Of course there were some who said he roped it the day before but we never believed he would do that. This year something went wrong and Harry came back without the deer, and was he joshed! "Just wait," he told them. The following week end he went out again and coming home empty handed, decided a little deception was better than getting put on the pan by various sarcastic friends. Next day he passed around venison to these friends, who told him how good it was and praised it to the skies. Superintendent Wilson even went so far as to say it was the best venison he had ever eaten. Harry just beamed upon them. For the highly-praised "venison" came from one of his pet goats.

Little Dan Cupid shot Steno Verne Freeman smack through the heart, then with a gleeful smile he slipped up on N. E. "Ed" Cozine. So it came to pass the couple set out Dec. 18 upon what we all hope will be a long, happy and prosperous journey through the realm of married bliss.

We saw the big new snow plows going through and were we thankful we didn't need them down in this winter paradise. . . . To show that our people in Arizona are hospitable, we provided rain the night before the Oregon-Arizona football game to make the Oregon boys feel at home, then beat them 20 to 6 so they would have something to think about going home. . . . Retired Dispatcher Frank Livesley paid us a visit recently, greeting all his friends, which included everyone he met. He is looking ten years younger and enjoying himself every minute. . . . Erwin H. Mauch has transferred to Yuma and is roadmasters clerk. . . . We forgot one item in our last month's column which dealt with an important social event. The head timekeeper entertained the Timekeeping Bureau at dinner in honor of Trainmen's Timekeeper C. H. Carlton, El Paso, who came over for the Kansas game, Clarence being an old Kansas man. . . . Lost: one glue bottle. Finder may keep the glue, but for the love of Pete return the bottle—Timekeeper Harry Lamm. . . . Here's wishing everyone a Happy and Prosperous New Year!

Los Angeles Div.

Walter S. Olson
Secretary to Superintendent

Michael O'Connell is not only a first-class investigator, but a full-fledged hero. Ask him to tell how he rescued a fair damsel when her clothing caught fire. . . . L. A. freight station was recently represented at a dance at the Palomar by Leon Gilliberti, Dorothy Shomler, John Walsh, and Delbert LaPrath. . . . Everybody in superintendent's office thinks Santa Claus made a mistake in not giving Lowell K. Prescott, 1217 clerk, a hobby horse for Christmas, so he could ride without being thrown off. . . . Trucker Paul LeBlanc, L. A. freight station, will soon visit the girl of his dreams in Louisiana, according to reports.

Section Foreman Vito Carone had the surprise of his life when the other half of the duplex in which he was living was damaged by an explosion. He and his family escaped injury. . . . November hot box report was totally blank for cars chargeable against freight car department on the Division—an impressive record, reflecting much credit to car inspectors, oilers, repairers, and all others concerned. . . . Frank Pauly, clerk, L. A. freight station, seems depressed since his new automobile was stolen. . . . Clerk Paul Hardman, L. A. freight station, vacationed at Palm Springs to hunt quails, but returned quailless.

Conductor R. W. Coleman is a great favorite for many reasons, and versatile, too, having a well-equipped workshop from which emerge all manner of clever and useful doodads. . . . Fred Davidson won the tennis championship of L. A. freight station, previously held by Clark Kopp. . . . Signal Clerk John E. Bachman didn't mind so much the $55 stolen while he was sleeping as he did the ignominy of having to go out in the alley to get his trousers. . . . Honor of being champion fudge maker at L. A. freight station is currently held by Lucretia Carter, stenographer.

Chief Dispatcher J. A. Day wonders why Assistant Chief Clerk W. B. Thompson does not buy cigars made out of tobacco instead of glue and feathers. And no account would be complete without mention of those atrocities that Utility Clerk Leo A. Blair sets fire to. . . . Best wishes to John Parke and James Cook, clerks, Los Angeles freight station, for a speedy recovery from illness. . . . Signal Supervisor Paul A. Bliss put in an appearance after a long sojourn in General Hospital, looking plenty fit for at least fifty years more of strenuous service.

Signal Supervisor P. A. Bliss resumed work December 21—shortest day of the year. Who said he wasn't Scotch? . . . Passenger Conductor Ira B. Gotfredson makes a big hit with the girls in Superintendent's Office every Christmas with a huge box of candy, and this year was no exception. Both candy and conductor are adjudged excellence personified.

San Joaquin Div.

Ray Magnelli,
Secretary to Sup't, Bakersfield

The Christmas Spirit of good-fellowship prevailed at the Christmas Tree party in superintendent's office, Bakersfield on the morning of December 24, with Superintendent Brennan officiating as Santa Claus.

Assistant Division Engineer William Riseden opened the festivities with an invocation. Master Mechanic L. T. Fife was chairman of the Christmas carol committee, assisted by Road Foreman of Engines Hoffman and Bert Ream, head MP&C dept., and led the community singing. Assisting in the musical program were Donald Smith, piper helper, who sang and played the guitar, and L. Pasquini, who rendered several accordion selections. The program was concluded with the wish of Superintendent Brennan for a Happy and Safe New Year for all.

Phi Chi Fraternity of Bakersfield, with Head File Clerk Ken. Armistead on the entertainment committee, had their annual ball a few days before Christmas. . . . Among the wrecking crew that went to Reedley, Dec. 12, to remove several buildings the flood waters had wedged against a company bridge, was Jack Grassmick, carman of Fresno. While occupied with removing these obstructions Jack sighted a cat drifting on top of some hay, and as any hero would do, waded through water above his knees to the rescue of the animal. General opinion of employes at Fresno is that Jack should receive a medal of some sort for the rescue.

Assistant Supervisor's Clerk Geo. Maas of Bakersfield, upon reading an item in the local newspaper in connection with merchants being urged to fight the Pettengill Bill repealing the long and short haul rate clause, promptly wrote an article to this newspaper, which was published, showing that passage of this bill, (which would be so beneficial to the railroads) would in no way be detrimental to Bakersfield or the Valley.

Nurse Ernestine Wilmes left Bakersfield November 30 to return to duty at General Hospital. Nurse Florence Swanlund took her place and will be with us for about four months. We hope she likes Bakersfield and the friendly employes who go to the Emergency Hospital for occasional treatment. . . . B&B Inspector Misch is so busy lately that he requires the full time of two competent stenographers, much to the chagrin of the MofW dept. clerical bureau folks. Misch tells us B&B Gang No. 10 is engaged in renewing a structure which was washed out on the Visalia Elec. Ry. due to recent flood waters in Kaweah River.

Al Neville, head clerk, MofW dept., is recovering in General Hospital and will soon be back with us making about a hundred miles a day around the office.

E. F. Jordan, yardman, Fresno, is also in General Hospital and we expect to see him home and back to work soon also.

V. R. Safford, lead carman, Fresno, and wife, spent the holidays with Mrs. Safford's folks at Indio. . . . Carman H. McLaughlin of Fresno purchased a new '38 automobile. . . . Yard Clerk E. L. Ganther of Fresno is building a new home. . . . Geo. Maas recently made a trip to Boulder Dam.

Harry Doe, lease clerk, in an effort to reduce the waistline, is playing golf regularly and walking to work.

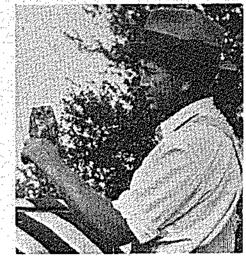
Following made application for annuity under provisions of the Railroad Retirement Act: L. J. Burt, night roundhouse foreman, Fresno; Rufus A. Grant, engine watchman, Porterville; Walter Rowley, section foreman, Exeter.

R. L. Dunning has been promoted to Night Roundhouse Foreman, Fresno, vice L. J. Burt, retired on pension.

Pensioned Engineer Alonzo Caldwell died at Bakersfield November 30. . . . Fireman Joseph P. Cavanaugh, who was struck by mail crane at Simi, died December 6.

Many friends were grieved at the news of George R. Sykes' passing in Fresno December 13. George was well known at Los Angeles where he was employed as yardmaster and terminal trainmaster to 1923, when he moved to Fresno to manage the Minarets and Western Ry., going from there to Portland, where he served as trainmaster until he retired due to poor health. . . . A hearty welcome to Oscar F. Krause, new stenographer in superintendent's office, and J. V. Mancha, stenographer, MofE Department, recently from office of vice-president and gen. mgr., San Francisco.

An enthusiastic crowd of 259 attended the Safety Meeting in superintendent's office, Bakersfield, December 10. When so many employes in one terminal interest themselves enough to attend a safety meeting it indicates some thought is being given this important matter and we can look to 1938 for an improved record for the division. Trainmaster Tandy of Fresno will no doubt be out after the boys for a similar good attendance at the next Safety Meeting held in Fresno. . . . Remember the Superintendent's message at the last Safety Meeting—*Think, Talk, and Act Safety*—for a new record in 1938. . . . As usual Superintendent Brennan saw to it that a little Christmas cheer was present around Owenyo for the kiddies. Sufficient packages of oranges, apples, nuts, and Xmas candies were sent to Owenyo for distribution to the children there, the Santa Claus part being played by very able Agent W. F. Tommer.



Bridge Inspector F. M. Misch of San Joaquin Division with the chummy hoot owl he found under a trestle near Hardwick when he and Ass't Gen'l Bridge Inspector John McCaffery were making annual tour of the Kerman-Goshen Jct. line.

Portland Division

H. L. Johnson, Accident Clerk,
Sup't Office, Portland

G. A. Thompson, retired freight car builder, returned from trip to Scotland. He was much impressed by the amount of building and the desire of the people there to own homes. While there he met former Prime Minister J. Ramsay MacDonald. . . . Section Foreman P. Suklis and family of Lookout, returned from a visit to Paris and with his mother in Greece. . . . Mrs. F. N. Dobbs, wife of pensioned storekeeper, Brooklyn, recently passed away. . . . We regret to report the death of George Harvey, former TCFB inspector in this territory, who passed away suddenly in Medford, December 10. We will miss his kindly "Good Morning" and his friendly smile, as well as his helpfulness in matters concerning TCFB work.

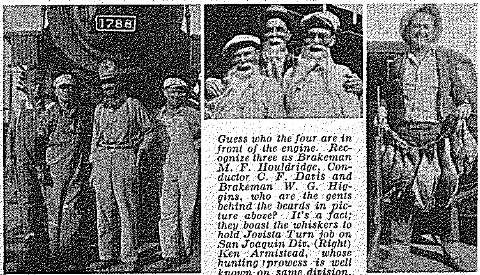
Bessie Harper and "Bob" Kelly recently visited with old friends in the office. . . . H. M. Tuttle, B&B paint foreman, on sixty day leave visiting relatives in California. . . . H. B. "Red" Axtell returned from vacation in Marshfield and other Coos Bay points. . . . H. M. Davenport, car and demurrage clerk, Eugene freight office, spent the holidays in California. . . . D. J. Russell and A. A. Lowe were recent visitors on the division. . . . J. E. Fraights, retired chief clerk, Maintenance of Way, is in General Hospital. We wish him a speedy recovery. . . . C. A. Wahlstrom, pass clerk, has been in Good Samaritan Hospital, Portland, with appendicitis. . . . Rita "Bill" Boynton, dispatchers' office, absent due to illness. . . . In the auto license drawing, Phil Chaimov drew No. 13, while G. M. Leslie, who received the first license issued in Portland, had to be satisfied with No. 77001.

Yard herder R. D. Williams vacationing in San Francisco. . . . C. C. Byrd, section foreman Roseburg, spent Thanksgiving with his son at Klamath Falls. . . . At Park Street, Paul McGrath, Lena Stady, H. J. Svenson and L. Haysany have been absent account sickness. . . . F. W. Stady spent several days during the past week at the Coast. . . . E. V. Nelson, Park Street freight station, made a fishing trip to Eastern Oregon. We hope his ability to catch fish exceeds his ability to play golf. . . . We hope for speedy recovery for Vick Kallgren, clerk, Park St. freight office, who went to General Hospital Dec. 3. . . . J. A. Drake, M. K. Jenkins and W. P. Donnell returned from vacation. . . . Emmett Shields completed extensive improvements on his home, which included a full size basement and new furnace. . . . Wm. Allen, bill clerk, working again after two weeks' sick leave.

A number of golf enthusiasts from Medford journeyed to Crater Lake to play golf in the snow. Newsreels were taken and are being shown in theatres throughout the country. Highway to Crater Lake is kept open all year and a visitor during winter is greeted by walls of snow through which motorists may drive for miles.

Medford Corporation, which operates a large sawmill at Medford, closed for the winter. Shipping will continue as usual for some time as planers continue to operate. Snow in the Butte Falls area closed the logging camps for the winter. . . . "Windy" Kloster appears to be putting on weight again, or is it just the fullness of his winter underwear? If he gets much larger he might be mistaken for Portland's "Moving Mountain." It is reported he lost his wife during a recent football game and it took several of the boys to help find her. . . . A. R. Hine has been spending most of his noon hour and his evenings in an auto dealer's show room. . . . Larry Chambers, maintenance of way dept., is driving a new automobile. He must have found someone who would take the old one.

Trainmaster R. Hunsaker is also driving a new model car. . . . Potatoes may mean food to many people, but to Howard Killeen, maintenance of way dept., Portland, they are just a lot of aches and pains. Howard dug up an acre of them, now claims he has rheumatism. . . . J. D. Osborn, 1st tel-clk. Roseburg, relieved by T. C. Buckingham because of sickness, while H. S. Rogers, Jr., is again working at Roseburg, having displaced I. M. Dunn on 3rd trick yard clerk position. . . . Ray Welker was recently elected president of Phi Theta fraternity of Northwestern School of Commerce, Portland. . . . F. A. Feikert, division engineer, El Paso, was a recent visitor, having returned to move his family to El Paso.



Guess who the four are in front of the engine. Recognize three as Brakeman M. F. Houldridge, Conductor C. F. Davis and Brakeman W. G. Higgins, who are the gents behind the beards in picture above? It's a fact; they boast the whiskers to hold Jovista Turn job on San Joaquin Div. (Right) Ken Armistead, whose hunting prowess is well known on same division.

Carl E. Newe (right), timekeeper, El Paso General Stores, and Arthur Brown, conductor of El Paso Symphony Orchestra, with limit of ducks bagged on opening day.

Western Division

Walter E. Lake
Lease Agent, Supt's Office

Roadmaster O. M. Barlow held a junior Safety Meeting last month, at which all his foremen, truck drivers, welders, etc. attended. It was a complete success and its continuance will be a major supporting factor in our general Safety work. . . . A. E. Tupper, B&B foreman and gang were moved to Sacramento Division last month during the high water trouble there. . . . New streamline train facilities are being built at West Alameda to service the new 17-car unit about to be placed in operation. . . . D. A. Porter, division engineer, who was in General Hospital for the past few weeks, is reported rapidly improving. . . . "Jockey" Hoffman's royal blue sweater is no more. After its first wash and in the drying process, it was gone with the fire.

Del Smith, head draftsman, returned from vacation, is back in his corner again. . . . P. E. Albert did change his brand of cigars, but without improvement in the aroma. . . . Senor E. R. "Wally" Hoffman is rather quiet these days. His recent trip to Mexico had a very sophisticating effect. . . . We hear that Geo. Clary, head steno, is "in the money" now, and it does lend dignity.

C. H. Butner, zone foreman, Oakland district, forgot to attend a recent Safety Meeting, but after hearing from his coworkers of the fine spirit of harmony and cooperation that prevailed, promises to keep his appointments straight hereafter. . . . Stanley Sleeman and family returned from a trip to England. He is now section foreman at Yountville. . . . Owen Rogers, section foreman at Livermore, is back on the job after a trip to parts unknown. . . . G. J. Barton, our genial chief clerk, took a week's vacation last month. . . . H. C. C. Potter, dean of the file room, is breaking in his staff on the next job ahead—so it won't be just too bad when Harvey or Emmy take a vacation.

N. J. Frater is doing a good job of handling the mail, in addition to other duties. . . . Signal Foreman L. B. McCune is in the hospital, and we all wish him a speedy recovery. . . . Milt Winnie is recovering from a toe amputation, result of trying to kick a passing automobile out of his way. . . . Ed Pfister has about recovered from a finger amputation, and will soon be back on the job. . . . Donald Duck Williams is still going strong. . . . Henry Clark retired Jan. 1. . . . B. Alvers is running up mileage on his new machine, to Merced. . . . Frank Morey has been absent under doctor's care for some time. . . . Frank Dickinson took another quickie to Ohio. . . . Our sympathies to Nestor Reventini in the loss of his mother.

N. R. Sweet, ticket clerk, back following long illness. . . . T. H. Murphy, mail foreman, Oakland Pier, took care of heavy mail rush in his usual good style, although encountering much trouble by rain and fog. Heavy business resulted in employment for laid-off employes in various departments. . . . Harry Forth, rear admiral of the Ferry Steamers, had quite a time sweeping the fog off the boats to maintain 40-minute schedule during heavy fog season last month. . . . Dispatchers G. G. Porter and O. T. Alexander taking vacation during winter holidays. . . . We haven't any reports from Clayt Darling at Dixon lately regarding the chicken situation.

E. E. Wayman, agent Waterford, has retired. . . . Agent F. M. Bechler, Yountville, is arranging to retire. . . . O. D. Griffith, telegrapher, received his first regular assignment by bulletin on 2nd trick, Firebaugh. Grif was so elated that he took a vacation before taking over duties. . . . "Bub" Leonard, jovial crew clerk at West Oakland, went deer hunting this fall in the wild bayous of the San Joaquin. Aside from breaking the seams in Fred Slater's sleeping bag, he almost shot a prize Holstein from a nearby ranch. . . . "Hoot-mon" Rogers, retired yardmaster, was recent visitor at West Oakland.

Louie "Raffles" Rhodes plans to enter the promoting game after he has made his roll with S. P. . . . Eddie Ornelles, local stenographer, was married last month. . . . W. V. Cassidy, chief yard clerk, spent several weeks in General Hospital. . . . Walter Johnstone, the old time radio crooner, plans to return to the air-waves. A soft-voiced tenor, he charmed thousands twenty years ago. . . . Jack Roper received a switch key from Conductor Carney, as a Christmas present. . . . Spoon-bill Sewell and Ducky Wells had little success this duck season. . . . Pete Estes still plans that trip abroad as he sings "Paris in the Spring."

Dan McLeon, W. S. mechanic, spent Christmas at Seattle. . . . "Rev" Ole Francis spent holidays at Hollywood. . . . Harry Meyers, signalman, is on a still hunt for his overcoat. . . . J. J. Murphy, W. S. supervisor, vacationed salmon fishing around Eureka. . . . Charley Stewart is commuting between Oakland and Stockton. . . . George Tibbitts, W. S. mechanic, retired Nov. 1. . . . Ed Boyer made his yearly jaunt to Mexico. . . . Byron "Kid" Alvers, divn. electrician, is out of cigars. . . . Arthur Jenne rooted for Alabama. . . . Jack Murchison, B&B foreman, has a new car.

J. F. Ryan, recently retired roundhouse foreman at Tracy, now living at 615 Curtis Street, Berkeley, invites friends to visit him. . . . D. C. Gibson used to come down stairs for his cup of coffee but it now looks like he is the "star boarder." . . . Geo. "Sheriff" Harris has the rats on the run. In attempting to escape, one crawled into C. B. "Buster" Wilson's lethal chamber and has gone the way of his ancestors. . . . Engineer Roy L. Garrison and wife spent holidays with son at Boulder, Colorado. . . . O. H. Nunley and wife spent holidays with relatives in Oklahoma. Nunley is machinist helper in Tracy roundhouse. . . . A. D. Hazlett, general yardmaster, Tracy, back to work after annual vacation. . . .John Milich, car repairer, Tracy repair tracks, is visiting home folks in Jugoslavia. . . . Car Inspector Thomas E. Hendricks, Tracy, is home convalescing after a sojourn in General Hospital. . . . Car Inspector Tony Greblo in General Hospital for minor operation.

A. Klugow and wife visited relatives in Wisconsin. . . . Machinists R. Vogt, H. Percifield, and their wives, L. W. Sloan, roundhouse office, J. R. Michener, and G. Power, trainmasters' clerks, took in the Rose Bowl game. . . . Storekeeper J. F. Macdonald convalescing in the Tucson Hospital, came home for the holidays. . . . During the recent high water near Ingle, Trainmaster O. S. York and Roadmaster W. M. Gates, found other things to occupy their minds, such as dodging rattlesnakes, coyotes and jack rabbits.

Some New Year's Resolutions: Doc Sutton: To write a book on "All Americans"; Dee Herrick: Buy a new horn for his jillopi; Sam Souza: Keep the "Water Service Express" in good condition; Stationmaster Hanna: Perfect skeet score; Assistant Morrow: Keep the flies out of train 88; "Jeff" Tompkinson and Hank Osterloh: Give up the turkey business; "Skip" Myers: Ease up on his fish stories; "Cutie" Wilderson: Have plenty lapboards and pillows; T. H. Murphy: Not to delay trains loading mail; "Pop" Pingree: To take his pension; Wharfinger McCallister: That the boats will arrive and depart on time; Mike O'Connor: Get along with "Babe"; Passenger Agent Charlie Mueller: That California is a better state than Texas; Frank Charves: Keep a stationary stock report; Ed Miller: That cows give less milk; Charlie Boucher: To refrain from expounding the Boucherian theory; "Mushmouth" Halligan: St. Mary's will beat California; LFV Quinn: For higher prices on old iron; Frank Veria: Stop calling girls pet names; Condr. Joe Dieves: Find who swiped his magazines; "Dutch" Wiedeman: Get those red berries he promised; H. M. Clark: Discontinue putting in runarounds; Jack Holt: That his car numbers be correct; "Two-gun" Foss: Do his smoking off duty; The streamline crew: Continue being so satisfied; Sisterna: Have more soldier trains; A. L. Arnall: That the board be cut; "Senator" Cummings: That the world remain his pie; Harry Keyes: Less light failures; Capt. King: A perfect red cap service; All the RedCaps: For a perfect captain.

RETIRES: D. O. Herrick, Sr., foreman of West Oakland car department, retired after 37 years' service. Herrick has many friends over the Pacific System, having been president of Foreman's Association for Pacific Lines for two years. With Mrs. Herrick he sailed from San Francisco December 11 for a six months' visit in Honolulu. A farewell dinner aboard the ship was tendered the couple before sailing.

Salt Lake Division

Howard E. Watts
Sup't Secretary, Ogden

Fae Parkinson and twice winning hairdress

Miss Fae Parkinson, (picture below), daughter of J. K. Parkinson, accident clerk at Ogden, won first place for 1938 Hair Styles in Students Division at State Beauticians Convention in Salt Lake City November 16, and also first place Thanksgiving night at Egyptian Theater in Ogden. The hair dress is known as "Evening in Paris" and was designed by Beth Allen . . . S. P. Old Timers Club No. 1 held Christmas party in Hotel Ben Lomond December 20, under direction of the masculine members, the ladies withdrawing in their favor. Two hundred members and their guests enjoyed a delicious turkey dinner served at beautifully decorated tables. Decorations were under direction of Vice President Mrs. A. E. West and Asst. Secy-Treas. Mrs. A. D. Kingsford. Community singing directed by Mrs. O. C. Wade and Mrs. H. S. Ham. Raymond S. Wright filled the bill as toastmaster, appearing in a new costume for each announcement, first appearing as a passenger conductor, next as a locomotive engineer and as a clerk. Entertainers included Victor and Mrs. Roberts, H. H. Cordon, Mrs. John Gibson, De Rene and Jean Gosling, Eugene Kingsford, Joe Parkinson. Suitable remarks were made by A. D. Kingsford, club president, H. A. Lathrop, asst. divn. engineer, and Joe S. Taylor. A fine collection of door prizes was distributed. Committee in charge: J. K. Parkinson, A. D. Kingsford, A. E. West, O. C. Wade, J. S. Taylor, Charles Lavidge. H. E. Watts, Judy Bingham, Gilbert Hess.

Ogden office Christmas Party was held December 22 in assembly room of Union Depot. Committee arranging consisted of J. L. Newey, Helen Winters, Ruth Stewart. Ray Wright made a fine Santa Claus and had a present for everyone. A fine program and luncheon were the high lights of the party. . . . Sparks Male Chorus did themselves proud with a radio broadcast over the "Bee" Radio station

Reno, December 19. Program was under direction of Milford Piggott, director.

A. L. Stevenson, B&B foreman retired, says he is not old and, since his lord and master, "the Mrs." has put him to work, wishes he were back on the job. Anyway, Al looks like he is enjoying it. . . . Oluf Anderson, blacksmith, retired after 34 years in Ogden shop. He and his wife plan a trip to their native land, Norway, and still intend to ski as they did when sweethearts 50 years ago. . . . S. P. Ogden Glee Club presented a concert which was well received in Kansville December 9. Much has been said about the president of the Club and your correspondent for being late and failing to have on his Tuxedo. The intent was to be a critic but the members insisted on him receiving part of the criticism. . . . Jim Green, relief terminal trainmaster, brings home the bacon, some new business in the form of high explosives formerly moved by truck. Congratulations, Jim—that's what we call high power. . . . Employes on west end welcome Mr. Dodge, appointed manager of Imlay Club.

Terminal Trainmaster Harry Haines and wife vacationed in Los Angeles and took in the auto show. Harry puts his stamp of approval on the 1938 cars. . . . Fireman A. G. Boulding of Hazen has a new car—the miles he gets per gallon are just too much. . . . Operator Geo. Gray Hazen vacationing in Honolulu. . . . Adrian Kearl, night power house operator, Ogden, walked away with a $500 Bank Night prize. . . . R. J. Harrell, brakeman, is back from Ireland with his sweepstakes winnings; he says he put it in government bonds but we forgot to ask him what government.

Congratulations to the following I.C.S. students for fine marks this month: William S. Lindsey, sheet metal apprentice; Fred F. Purin, supply man, Ogden; Edward M. Ranson, locomotive fireman, Sparks. Clerical assignments: O. C. Aymar, trucker-mail hldr., Reno; J. W. Cottam, clk.-warehouseman, Carlin; G. A. Hart, relief clerk, Sparks; D. C. DeGroot, janitor, Ogden; L. A. Burke, manifest clerk, Sparks; G. W. Jack, cashier, Susanville. A. F. Haws assigned agent-telegr., Beowawe. . . . Your correspondent appreciates the little news tips and wishes all our readers a Happy and Prosperous New Year.

Rio Grande Div.

Robt. R. Hall
Payroll Voucher Clerk
Supts. Office

John Welch

A railroad career which began 55 years ago came to a close with the retirement of Roadmaster John Welch, effective December 31. After serving with other roads since 1883, he started to work for EP&NE in 1902 as section foreman, and laid track between French and Dawson. In 1903 he was made roadmaster. Mr. Welch has chosen Long Beach, California as the spot to enjoy his well-earned rest. . . . R. J. Manguno, after several months' leave, returned to district timekeeping bureau, El Paso. . . . G. C. Holloman, chief clerk to M. M., El Paso, took a short vacation to do his Christmas shopping. A decided increase in business was reported by local merchants during this period.

In line with the trend of the times due to mechanical dept. having a number of new streamlined locomotives, Gladys King, MP clerk, blossomed out with a new streamlined dress. . . . Smiling "Bob" Booker, road foreman of engines, was recently noted at the throttle of one of the new Daylight locomotives leaving El Paso. He appeared as proud as a kid with a new toy on Christmas morning. . . . O. E. Radford, sign writer, B&B dept., purchased a new home in El Paso. . . . M. P. Haynes, asst. engr. div. engr. office, El Paso, is building a new Spanish type bungalow. . . . WS supervisor B. L. Butler and wife spent the holidays in Montague, Calif. . . . Fireman C. S. Sanden spent Christmas in San Diego. Wonder what attraction calls Carl to the Coast so often.

W. M. Colbert, personal record clerk, reports an enjoyable vacation with his parents in Harlingen, Texas. . . . Car Inspector F. C. Eberhart, Douglas, vacationed in Los Angeles. . . P. J. Snoddy, V. A. Kleinsmith and Wilma Black, clerks, timekeeping bureau, El Paso, vacationed. . . . Asst. Head Timekeeper M. McNamee spent Christmas with his children in Des Moines. . . . Agent C. F. Sage and wife of Deming spent a few days in Los Angeles and were unable to return until after the Rose Bowl game. Some people have all the luck. . . . R. K. McDonald, sec'y. to master mechanic, El Paso, says the high price of tough beef steak means nothing to him as he can't use it.

Conductor J. H. Jennings celebrated his (?) birthday with a party. The boys reported a good time. . . M. W. Hurt, telgr.-clerk and Pile Driver Engr. G. O. Elkins on sick leave, taking treatment at Hot Springs, N. M. . . Yardman P. M. Foley in General Hospital for an operation. . . . Conductor R. T. Vaughn in General Hospital for a check up. . . . Cashier E. C. Pichard of Deming, who has been in General Hospital for several months, is able to walk around some in the ward. Wishes for speedy recovery to all.

Asst. MP&C Timekeeper Richard Brown is seen lunching with a certain young lady in the steno. bureau. . . . Mary Nell Loughrey, daughter of Brakeman Loughrey, was seriously injured in an automobile accident in November, is slowly recovering. . . . Jack Salem, editor-in-chief, El Paso High School "Tatler," and son of Mrs. Lillian Salem, general yardmaster's office, attended Texas Press Association convention at Denton. . . . The following have applied for pension from the Railroad Retirement Board: W. C. Archer, brakeman; Jack Reese, engineer; Manuel Baron, engineer; Wm. Witholder, fireman. . . . Trainmen and enginemen gave a New Year's eve dinner dance at the Elks Club, El Paso and the New Year was given a delightful reception by all present.

Mrs. W. R. Adair, wife of general yardmaster, was winner of the first flight Club golf tournament at El Paso County Club, received a beautiful silver platter. . . . W. W. Windham, agent, Douglas, was called to Los Angeles by death of his father-in-law. . . . P. J. Hiseler, retired agent EP&SW, passed away recently. His son, J. F. Hiseler, is telegrapher-clerk, Douglas.

It's news when it snows in a land that is famed for palm trees and sun carnivals, so when the weather man played his little trick in El Paso on December 21, Robert Hall, payroll voucher clerk, and M. P. Haynes, ass't engineer, Rio Grande Division, rolled up this snowball and called for a cameraman.

Sacramento Shops

Lloyd Phillips, Secretary
Sup't of Motive Power

Annual Christmas Party of the Southern Pacific Club of Sacramento on December 18, was a hugh success. About 450 children, accompanied by their parents, were present. A toy, bag of candy, nuts and fruit were given to each child. Ed Weida, foreman air room, ever popular with the children as Santa Claus, directed distribution of the gifts, assisted by Pete Miller, sheet metal worker, O. E. Chappell, machinist, Tony Munizich, machinist, Sam Williams, machinist, Charles Fleck, molder, Henry Clark, piper, John Perry, boilermaker, Tony Pisani, carman, and others. Before the distribution of the gifts, there was entertainment which proved a credit to the committee. Refreshments were served later and the adults then had a few hours of dancing to the fine orchestra of Dan Pisani, store department. This affair is well attended each year, but surpassed all records on this occasion.

Pass. Car Department D. W. Handley

N. Lopes, truck builder, on sick list with the flu. . . . Sympathy extended to C. E. Mackie, sheetmetal worker, on the death of his sister. . . . Grady Griswell, patternmaker, back in service from General Hospital. . . . A. J. Soares, cabinetmaker, local chairman of the B. R. C. A., was recently elected advisory board member of the S. P. joint protective board. . . . F. W. Zorn, electrician, is back at work after five weeks' absence with a broken arm. . . . It is reported Ted Clark, air room mechanic, will be married soon. . . . Tex Denham, who has been handling air conditioning material at C. S. No. 3 for store department, left for Texas. He was presented with a pen and pencil set by the office staff. . . . R. W. Marquis, carbuilder, retired December 15.

Freight Car Department E. S. Griffith

Pheasant hunters who were successful during the past season were Dink Domich, car bldr. apprentice; John Domich, steel car repairer; William Perry, freight car builder; Tom Nicholas, car builder; Steve Rondone, car builder; John Benedetti, car bldr. apprentice; Pete Sekul, welder; Seth Barry, helper; Al Hughes, Jr., car bldr. . . . Tony Bacchi, car bldr., got no birds but brought home five rabbits. . . . Martin Slavich, car bldr. apprentice, got two sparrows. . . . All Burrel Fagan, car repairer, killed was time. . . . Pete Palmer, car bldr., recently moved into his new home.

Brass Foundry Chas. Fleck

John Schurger, retired helper, paid a visit to the shops recently. . . . Wesley Bynon, molder, returned to his home after some time in General Hospital. . . . Joe Blasofsel, molder, and Tony Henry, molder, still in the hospital. . . . It is reported that Emil Neef, molder, has cornered the market on sauerkraut. . . . William Woods, molder, completed painting his house, so we should hear more about his rambles through the marsh with his trusty fowling-piece in search of duck. . . . Robert Coker, coremaker, retired December 1 after 33 years' service. He was presented with a heater for his car and a carton of tobacco. Fellow-employes wish him many happy days of rest and comfort. After beating William Woods, molder, in a pedro series, he was all set to enjoy his leisure hours.

Iron Foundry D. Parenti

Bill Marr, melter, Bill Simmons, molder, John Wallace, helper, and Gus Dalstrom, molder, are on sick list but reported doing nicely. . . . Fred Shutler, machinist, returned to work after a month in General Hospital. . . . Iron foundry employes extend sympathy to the family of the late John Corey, helper, who passed away recently. . . . After 47 years' service, John Geiger, general foreman, retired December 1. . . . He was presented with a traveling bag by the Foremen's Association, and his shop men presented him with a gold watch, knife, chain and Masonic emblem. Presentation was made by A. D. Williams. His fellow workers extend best wishes for happiness and a long life to Mr. Geiger. . . . John Rangi, helper, best man at a relatives' wedding, presented the bride and groom with a washing machine. . . . Alex Donaldson, molder, recently found himself the only molder working in the shop and couldn't understand why until informed by George Renwick, foreman, that the Iron foundry was closed. . . . Sam Lytle, molder, entertained a number of the foundry boys at an open house on Thanksgiving Day.

Traffic Districts

Southern District V. L. Arenth

M. A. Darnall, chief rate clerk, in General Hospital as result of sudden illness, is progressing nicely. . . . Jack Thomas, wearing a good hat, says that at recent gathering he was the last one out and it was the only hat left. After looking at the hat, we think he had first choice. . . . It was five o'clock, the usual rush period. Joe O'Brien donned a coat and started away. Bill Waite hollered, "that's my coat." It only hung to the floor and you couldn't see Joe's hands. It's the homing spirit. . . . Tom Harvey had his tonsils out, doesn't look any different. . . . Next collection will be to buy oil to eliminate that squeak in McGowan's chair.

H. A. (Hap) Hansen had a hard time convincing his associates he had been on vacation. . . . Contrast: George Hall sitting in Marion Darnall's chair.

Being on the other end of the 'phone when Gertrude Hogan answers gives you the impression that she bounces it (the phone) twice before answering.

When Ed Fisher was taking down the order: Answered the 'phone and heard: "One sack of potatoes, a case of canned goods, etc., etc." "What a shipment for the P. M. T." he thought. Finally party at the other end said: "This is Mrs. Rouse. Tell Lou to pick up those things and bring them home tonight." . . . John Kearney is looking for Hawaiian atmosphere. Is this a passing fancy? . . . Jack Hoofnel and wife went to Kentucky on their vacation. They report that state has not lost its reputation for beautiful women and fast horses. . . . Nothing ever happens in San Diego or Riverside. We never hear from them.

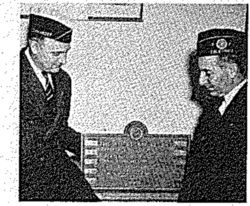
New Mexico District M. V. Wharton

E. W. Crabbe appointed chief rate clerk in office of general passenger agent at El Paso, vice W. K. Clark appointed depot passenger agent. Crabbe was formerly employed in the auditor's office at Houston. . . . A. C. Smith, record clerk, general freight office, has returned from two weeks' vacation spent in El Paso and vicinity. . . . M. V. Wharton, *Bulletin* correspondent, is taking two weeks' vacation during the holidays.

Northern District Gene F. Tomlinson

Ned Byfield, genial co-worker, in his usual regalia, presided as old Nick at the annual Christmas tree gathering in the Portland Freight Traffic office. . . . Tom Dench was recently added to the staff as junior clerk and although a mighty small fellow he is the possessor of a booming voice. . . . Edna Phillips, stenographer, returned from the annual convention of the Associated Traffic Clubs held this year at St. Louis. She is vice president of the Portland Women's Traffic Club. . . . R. J. Arnold, rate clerk, has been at home ill for the last two months. Members of the office and friends are wishing him a speedy recovery. . . . C. B. "Cliff" Hill is enjoying a well earned vacation, and we understand he may be found on one of the local golf courses during the day and perhaps up in the deep snows of Mt. Hood on the week end—skiing, perhaps. . . . Tom Speakman, head rate clerk, left for a week's vacation after Christmas. . . . The turkey movement has been holding up well since the western Oregon turkeys are of the finest quality and are in demand. . . . The seasonal movement of Christmas trees has been heavy. Many trees that decorated homes in eastern and southern states are perhaps those we saw while on tours through our wooded Oregon hills.

TOYS FOR TOTS: Southern Pacific Post No. 412, American Legion, was host to eighty-three kiddies at its third annual Xmas Party in the Veterans' Memorial Bldg., San Francisco, December 23. Fred Jensen, Mission Bay roundhouse, garbed as Santa Claus, distributed toys, fruits and candies to each of the children. Grownups, numbering approximately 150, joined in singing Christmas songs, led by Geo. Peacock of the S. P. Glee Club. The team of Cone and Romano, of 4th and Berry Sts., entertained with specialty numbers. Arrangements were handled by Austin Gibbons, chairman, C. B. Kleupfer, vice chairman, assisted by Mrs. Gerald Howe, Mrs. Ralph Ott, and Mrs. C. B. Kleupfer.



A solid bronze plaque, awarded each year by the American Legion to the Post which has the highest membership percentage in its district, is now in possession of S. P. Post No. 412, with a membership of 137, thirty-five percent over its 1938 quota. District Commander Chas. B. Kleupfer (left) made the presentation to Arthur Harris, commander of the railroad Post.

General Office

E. G. Fitzpatrick,
Bureau of News

Motive Power Dept. Jerry Chaine

Frank Russell was re-elected president of S. P. Rod and Gun Club; Willard Woodworth became a member of the board of directors. . . . At a dinner given by the Rod and Gun Club, members were entertained by moving pictures of their annual banquet, taken by photographer Herb Reiner. . . . M. J. Forstell vacationed. . . . Leona Wedde vacationed in Ogden. . . . McClain has been umpiring S. P. baseball games regularly. . . . Callleri, Cole, Griffith saw the Rose Bowl game. . . . Freddie Bernhard called to wish everyone a Merry Xmas. . . . Clarence Abrams in Chicago on business. . . . At our annual Xmas party, entertainment was furnished by Hi Morse, Henry Ricker, Harvey Hebuck, Leone Pratt, Ray Ferguson and the M. P. quartet composed of Casey, Bradley, Vanston and Chaine. Little Pearl Frick contributed with several dances, and Marvis Albert, our own tapster, gave a splendid performance. Other entertainers were Tiffany and Murray, Ted "Rubinoff" Wolff, Austin Cowlin. Bill Kelly played the role of Santa Claus. Committee: Frank Leaver, Gene Egan, Elsa Johnson, Jerry Chaine, W. R. Kelly, Charlie Barber, Gladys Stephens, Mildred Paterson, Marvis Albert and M. F. Casey. . . . In a recent newspaper "panning" of the S. P. Rod and Gun Club's "quail outing," the following appeared: "Caesar Baldassari lost his pants crawling under a barbed wire fence, according to John Reino, and had to borrow a pair from a rancher however, Caesar denies this so we don't know which one to believe. Caesar knocked over one quail that happened to get in front of his gun." Bear down Caesar, bear down.

Freight Claim Jessie McIntyre

The girls were busy during the last two weeks in November with little affairs for Edith Parkin, nee Templeman, who left for New York Dec. 2. . . . We thought Dan Cupid had his fun around here, but he still is about. LaVerne Booth is wearing a beautiful ring. "Sometime next year," she says. (Didn't we see some rather long faces on some of the Gallants around here?). . . May O'Keefe back from Florida and Cuba. From her smiles, it looks like the President may have promised to do something about the stock market. . . . Fae Reynolds to the southland for a week's vacation. . . . After much campaigning, the following were elected Club representatives: John Fishel, LaVance Carew and W. R. Day. We gave them our votes; now we'll see what they give us. A few more winners in the raffles would help. "Sweet Milk Willie's" sponsors promised a lot of free hot dogs and beer in exchange for our votes. . . . Resolutions overheard: Nan Shea, to be more careful when changing her shoes; Edith Nelson, to get all tops in 1938; E. L. Rickey, to tidy up his desk every six months, even if it doesn't need it—much; F. W. Christian, to overlook the dictatypists' wee little errors; Birdie Morris, to work no more O. G. contests; Helen Bunkley, to perfect a system (E. L. R. better look to his laurels); Lola Macomber, to eat two grapefruit every day; Jimmy Higgings, to run no more raffles.

Chief Engineer Raymond J. Dettling

Welcome to J. A. Given who was appointed location division engineer on the Shasta Dam project. . . . Happy to report that John L. Minor is back on the job and hitting on all sixteen cylinders. . . . Sympathy extended to Bill Trace in the death of his father, and to A. D. McVay whose mother passed away. . . . Fourth Annual Xmas Party initiated by L. W. Allen and capably managed by Harrold Lishman was a success. Piano accompaniment of Allen and Tim Haggerty kept the gang singing in good style. Good eats aplenty were distributed by U. S. Attix, Charlie Loyal and John McGough. . . . Wonder if H. M. G. of signal department concurs with the cynic who defined a kiss as "nothing divided by two?" . . . Jimmy Hawes went dove hunting on opening day, heard a lot of cooing, but when he tracked it down discovered a romantic couple in a parked car. . . . W. J. "Bill" Phillips and John McCaffery completed 1937 bridge inspection and, barring unwelcome floods, are set to remain in the office until the first signs of spring appear. . . . H. J. Kleeman knocked over the capital award in a large Big Game pool. . . . Nestor Roventini sold his classy speed boat, and will hereafter churn the waters of Lake Tahoe. . . . Why does Jimmy Hawes read the funnies when he has a book on how to make large profits on small investments in the stock market? . . . Our bowling team was in third place at this writing. . . . S. W. Sampson vacationed in style at Washington, D. C. as guest of a congressman. . . . Tim "Politician" Haggerty closed the year with a week of fishing near the Farallones. The vacation would have been a financial success if Tim had possessed a commercial license.

General Freight Arnie Anderson

We hope Clair Crocker's classy Christmas carolers lived up to expectations. . . . Did they, or what did *you* expect? . . . Belle Hughes spent a white Christmas with her family in Pennsylvania. . . . One of our Christmas gifts was the return of C. N. Bell to health and to work. . . . Charles (Cal is great) Benbow pushed the boys through a successful season at last. . . . The G. F. D. had quite a representation Rose Bowling. . . . Recent visitors to Gen'l Office were Elder Burke from Ogden way and Frank Smith from Portland. . . . Our mantel (file case to you) is now graced with three recently won trophies, symbolizing S. P. basketball victories in AA and BB classes in the S. F. Industrial League. . . . Our softball team, after much labor, won the building championship and will receive sweaters. . . . Mgr. Desin, we salute you. . . . Hoopstar Eddie Conroy has joined the Olympic Club team.

Auditor Disbursements F. B. Perkins

With New Year's Resolutions plus turkey under their belts Disbursements Office employes challenge another year. . . . Reviewing December vacation highlights we find: the Ferguson sisters, Willie and Fleta Mae, with their mother forsook California's sunny clime to visit sister in chilly Chicago. . . . Elsie Terry to El Paso for the holidays. . . . John Johnston to Mexico City. . . . Evelyn Johnson to Santa Rosa for much needed rest after "cleaning up" in the Bay district. . . . M. Calus to Wichita. . . . Did you know that the contract bureau consumes about 25 gallons of water a week. . . . It is rumored Al Bausman is engaged. . . . R. M. Stevens has a new car. . . . Harry Garverick of social security bureau has no use for wall beds. . . . . Betty O'Connell of comptometer bureau is a basketball luminary, recently starring for the Rolling Pin Girls team at Stockton. . . . Bob Gardiner, "Lefty" Pilcher and Danny Shea received medals for their services as members of SP's championship basketball team. . . . Disbursement's softball team under Sid Nickles finished third in the league. . . . Tragic death of our fellow employe, La Von Sieb, was a shock to the Department. Our deepest sympathy to her family. . . . Sympathy also to A. N. Harvey, in the file room, over his recent bereavement. . . . . Our best wishes for a speedy recovery to Helen Davison of store bureau, injured in auto accident. . . . Also to Walter Daily, of transportation bureau, at this writing still on sick leave. . . . Football specialists Ed. Donlon, W. H. Krautz, "Joe" Quinlan, J. F. Thompson, Cliff Kinkead, Horace Sturdevant, Herb Pilcher and Bob Good closed their season with a trip to Pasadena to cover the Rose Bowl game.

Mary C. Killen, who retired at the end of the year after more than 35 years' service at the General Office, was the guest of honor December 28 at a banquet in San Francisco. On behalf of associates in the Auditor of Passenger Accounts Dep't, Hostess Anne Connelly presented her with a beautiful watch. Miss Killen is standing at extreme left in picture.

Aud. Passenger Accts. H. A. Nelson

Our Christmas party was a complete success. . . . Richard Fulgham, Phil Hermann and Mrs. C. A. Richardson, wife of our gov't expert, rendered vocal solos. . . . Music for dancing and community singing was played by Lu Mollerup, Gertrude Dyer and Cliff Tonkin who took turns at the piano, and John Franks and his accordion. . . . Gertrude LaFortune and Lenore Bremler in charge of eats did themselves proud. . . . Others on the committee were A. Jacobson, T. Brady, P. Hermann, E. Hischier. . . . Mary C. Killen, who retired Dec. 31 after more than 35 years service, was guest of honor at a banquet attended by thirty-four fellow workers, Dec. 28. She was presented with a watch by Hostess Anne Connelly, with the wish for many, many years of health and happiness. . . . Vacationists: L. Bremler, S. Holland and your correspondent.

Asst. General Auditor Walter M. Ridgwell

Glad to see H.L.S. "Sandy" Sand's smiling face with us again after a month's illness. . . . Ilka Weichman is suffering from a broken finger, which we hope will be in working order shortly. . . . Recently promoted were: Arnold "Whim-Wham" Wickman, Al "Oolie" Johnson, Jack M. "756" Lydon and Philip "Muggsy McGraw" Kelly. . . . Vacationists include: Al Mortenson, Elizabeth Iverson, Xavier Scoggins and Margaret MacDonald. Margaret spent the holidays with her parents in Ogden. . . . Our S. P. Club representatives for the coming year are: Beatrice "Bee" Heiner, Jerry "Popeye" Crilly and Walter "Tarzan" Seput. . . . This office boasts a long distance commuter in Fred H. Groat who quite regularly commutes between San Francisco and Klamath Falls. . . . Erwin "Fat Boy" Mayer and Al Johnson, daily dealing with millions, still consider themselves lucky if they have a thin dime by payday. . . . The Christmas tree party with Walter Seput in charge of arrangements was one of the best we have had to date. Two of the original "Beverley Hill Billies" led in the singing of carols and popular songs. Refreshments were served by the typing bureau girls and dancing concluded the entertainment. Seput, former champion ornament juggler, humbly bows to the new champion, California Lee, who scored two "fumbles" to his measly one.

Aud. Miscellaneous Accts. D. R. Love, Jr.

Betty Seivers, after recuperating from illness in Mexico City, returned January 1. . . . Minnie Korn left service Nov. 20, to become the bride of Harry Chaffee, and live in Phoenix. She was presented with a serving tray by her co-workers and was guest at a farewell party and shower given by the girls of the department. . . . G. M. Fowle is back in his home department. . . . Bill Swift, we discovered, is engaged to the charming Charlotte Eggers, also a member of the S. P. family. Married recently: Gladys Murphy to Walter Frisbie, Manus Charles Kelly to Helen Miller, sister of Joseph Miller of this office. . . . Club representatives for 1938: Winston Anberg, Jessie Francis, John Hopkins, Daniel R. Love, Jr., James Madden and Merton C. Read. . . . Margaret Donahue returned after an extended eastern tour. . . . Vacationers: Ronnie Beck, Coral Lee, George Bones, Mary Cotter. . . . To each of you: wishes for a Happy and Prosperous New Year.

Addressograph Dept. Dennis Sherman

Laurie "Barrymore" Anderson is seeking more laurels to add to his bowling; he recently started on a motion picture career. . . . "Wantabet" Kirley has no trouble picking up a little on the side by taking some of the boys for a ride. . . . Maurie Rogers sporting a new car. . . . Greetings to new temporary operators Natalie Keller, Marie Wohlken, Elizabeth Liapes, Francis Minafo. . . . Wonder if Nick "Fotofinish" Fotopolis will give us a demonstration of the Big Apple he has been doing so successfully in Palo Alto. . . . Happy New Year everybody.

Freight Accounts Joe Falconer

Dave Zanon returned after visit to Hospital. . . . Warren Sears in hospital as result of automobile accident. . . . Vacationists: Art Kane, Roy Nash, Elmer Quale, Bob Beers. . . . Al (Astaire) Vella may jog down the middle aisle soon. . . . Joe Potter still looking for that fish. . . . Famous last words: "I was only smiling" —Charlie Quinn. . . . Ernie Ferreira announces his long promised chicken dinner —Dick Drake bring your lunch. . . . Mort Moore visited Tucson. . . . Jane McCracken back following recent operation. . . . Charlie Boynton developing into class A bowler.

Central Timekeeping R. A. Larsen

Bill Williamson proved himself an Old Master in the way he decorated our Xmas trees. . . . Myrtle Chapman purchased a pair of ear muffs for use when office windows are open. . . . Henry Regessor wants to be a detective. . . . Frances "One Bounce" McCarthy wants a mattress placed around her desk. . . . "Miss" Stanley Walton received a gift from Santa Claus at the girls Xmas party. . . . Ben Peterson expects to sport his new grinders shortly. . . . Mildred Hume and Evelyn Meneice enjoyed recent vacations. . . . Marie and George Bridges spent the holidays in Chicago.

Executive Department Bill Irving

Welcome to new members, W. P. Herbert and Conroy F. Owens. . . . At the height of the rain storm, Nellis Zimmerman, when asked if he had anything for publication, remarked it was a wet day. Nellis has the unusual quality of saying very little at all times. . . . Raymond Oliver A. Torley, the man of many uniforms, stunned us by arriving dressed in leather jacket, high boots, brilliant green socks. He had been exploring the floods up north, but has not as yet prescribed measures for their control. . . . Even the rains could not dampen the sartorial effects of our beau brummels, Jack Dunham and Robert Harrison. . . . George Dakin brought forth a new idea, a waterproof hat cover, from Mexico. . . . Still without a hat, Dick Rundle was forced to put some extra grease on his hair during the wet days. . . . Ben Sines recovered in good shape from his automobile accident. . . . Many ideas are constantly being advocated by the bright and handsome youth of our department to make a little money in their spare time. The best thus far is Hollywood Escort Service featuring Robert W. Harrison, Roy Donnelly, Frank Albright and Raymond O. A. Torley. . . . The genial commentator Fred Carlson has taken hold of his new duties with much zeal, but the quality of his cigars is still bad. . . . Regret to report that Lewis "Kingfish" Schley's long reign as secretary of the Rod and Gun club has come to an end.

Pacific Fruit Express R. J. Leverone

J. H. McClymonds, general engineer, retired December 1. McClymonds' friends are to be found in every PFE office throughout the country and those who know Jim wish him well in the years of his retirement. As a token of their wishes, Jim was presented with a fitted traveling bag, typewriter and a leather-bound testimonial, on which was inscribed the names of his PFE friends. . . . Late vacations were enjoyed by Phyllis Nelson, who spent two weeks in Los Angeles and environs; E. J. "Mac" McCutchon and family, who vacationed in the Northwest, and Ralph Whitney and wife, who traveled to Florida and Havana. . . . Ed. Plate and wife, George Culver and wife, Carmel Leffmann, Lloyd Johnson, Bob Delano, Ed Lynch, Bob Sturgeon and W. A. Stinson attended the Rose Bowl game. . . . Helen Sherwood will be missed as S. P. Club representative. Although nominated by a large majority, she withdrew, due to inability to devote necessary time to the work. Her place has been filled by Bill Frith. . . . We are sorry to report the death of E. L. Frary, who prior to his retirement in 1931 was our general agent at Sacramento for many years. Many employes throughout the company remember Mr. Frary as their first "boss" and his passing was keenly felt.

Telegraph Dep't

E. Webster, Chief Clerk,
Sup't Office, San Francisco

Margaret Fuerbringer received many beautiful gifts from the telephone operators of General Office PBX where she is employed, at shower at the home of operator Anna Donohue in honor of her forthcoming marriage to Jack Warner, an employe of the Service Bureau. . . . The pneumatic tube system which has not been in operation for some time can remain so according to the many complimentary remarks about the girls performing the pick up and delivery service. The unanswered question is "Who picks them?" . . . It had the appearance of homecoming week last month when we were favored with visits by A. E. Room, former supt., Dan Calnen, "Skeeter" Sager, Verda Rafferty and Lloyd Muller, all formerly of San Francisco office.

The storm in mid-December found our linemen rendering their usual valiant services with quick restoration of communicating circuits where washouts occurred. At some locations the water was too high to reach the trouble by train, motor car or auto, making it necessary to wait until the water receded. As soon as conditions permitted the trouble shooters were, as always, right on the job. . . . Joe Horgan back on the job in "BD" after many weeks of illness, and Helen Wilmore convalescing at home with her parents who moved out from the East to care for her.

Streamliner in Two Sections

More than 5000 persons were at Oakland Pier, across the bay from San Francisco, the afternoon of January 2 to have a look at the sensational new City of San Francisco, or to see friends and relatives leave on one of the two sections of the transcontinental streamliner. Description of the train was broadcast over station KSFO, with several officers and members of the train's crew interviewed. The first City of SF, the 11-car train that began operation in June, 1936, (on right in picture below) will be replaced by the new 17-car streamliner, but was pressed into regular service for its final eastbound trip to take care of the overflow of holiday travelers. Departure of the two-section streamliner was an outstanding event in the annals of historic Oakland Pier. Picture at right gives some idea of the length of the new quarter-mile train as it extends far beyond the terminal train shed. The smaller streamliner can be seen back at the left.